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## BIRTHS.

On July 24th, Shanghai, the wife of J. V. C. Davis, of a son.  
On July 25th, Shanghai, the wife of R. H. H. Davis, of a daughter.

HONGKONG OFFICE: 10A, DES VEXES ROAD C  
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## The Daily Press.

HONGKONG, AUGUST 4TH, 1908

CONTEMPORANEOUS with the movement to put her army on a proper basis and to establish a navy, China has shown a desire to remodel her judiciary and to ensure purity of administration. The subject has long been under consideration, and we remember that Mr. TING FANG, the present Chinese Ambassador at Washington, a gentleman with a thorough knowledge of Western methods, submitted a proposal which embraced a revised code of criminal laws. That, however, only applied to one section of the law, perhaps the most needful of reform from the outsider's point of view, and did not pretend to take any cognizance of the other sections which are no less bulky. Humanitarians interested in China are most anxious to see torture abolished, and while admitting the value of the various punishments inflicted within the Empire at the time they were instituted they wish, and rightly too, to secure the introduction of methods more in accord with modern ideas. It may be argued that the Chinese are still a barbarous people, and can only be kept in restraint by barbarous punishments, but to that opinion we can hardly subscribe, especially when we remember that in Britain serious crime diminished in consequence of the modifications in our criminal laws. To take only one example. When highway robbery ceased to be an offence punishable by death, highway murders decreased in number. The reason is obvious. The highway-man,

in the first instance, realising that if his victim escaped his life was endangered, had practically no option but to add murder to robbery. Subsequently when the death penalty no longer attached to the offence of robbery there was no incentive to murder, because whether he was convicted of that robbery or not his life was still safe. In like manner it might be inferred that murder and violence would cease to be so common in China as at present were robberies and piracies and other offences not met with capital punishment. We do not say it should be done, but the suggestion is perhaps worth consideration by those interested.

Unlike the laws of other countries, the law of China is codified and accessible. But it is archaic, and it is perhaps not too much to say that in many cases those who practise it and obey it do not pretend to understand it. The fact that it has come down from their ancestors is enough for them. The old law which has descended to them has been preserved merely because it was old. But while we do not value law because it is old it does not follow that we regard old law as valuable. By no means. There are laws, the foundations of European legal systems, which we appreciate perhaps all the more because they have been recognised and obeyed from time immemorial, but Western systems have developed from the Greek and Roman Codes, whereas the Chinese system, which was contemporaneous with these, but independent, is, practically the same to-day as it was in those early days. Mongol and Manchu adopted the Chinese system of government and ethics as they found them and proclaimed them incapable of improvement. That time has passed, and the opinion is now freely expressed that improvement is necessary and desirable.

Without attempting a discussion on any theory of jurisprudence—a subject which presents too many subtleties for any but the trained legal mind to grasp—it may be indicated that the law of China is based on the patriarchal theory. The unit in China is not the individual but the family and the law is so framed as to be adjusted to a system of small independent corporations. As Mr. DYER BALL points out, "a family is responsible for the good behaviour of its members, a neighbourhood for its inhabitants, and an official for those governed by him." To replace this system by one based on a Western model making the individual responsible would involve changes of too radical a nature to be appreciated by a conservative people like the Chinese. It would be subversive of the existing social system, and to submit a scheme involving that proposition would be for its promoters to court defeat. At the same time it must not be overlooked that the principle of the responsibility of the individual has been extended very materially since the Code was originally framed, and progress, necessarily slow, may reasonably be anticipated on similar lines.

A most hopeful feature of the budding reform movement is the fact to which publicity is given by a Chinese organ published in English that "Commissioners have been sent to various foreign countries to make special studies in this line [laws and their administration] and the knowledge which they have accumulated should prove of benefit to the country." Not only the codifying of laws is aimed at, but the betterment of the administration. Corruption, it is generally admitted, is common in China, but how can it well be otherwise when officials are inadequately paid and "squeeze" or "doncours" have to be reckoned as part of the remuneration for the offices which they hold? Undoubtedly there are many honest patriotic officials in the Empire, but that does not remove objection to the principle which gives opportunity for irregularities. The system must be changed. A comprehensive code of laws and an honest judiciary are not impossibilities, and when these are attained the purity of the Chinese administration should be as seldom impugned as that of Great Britain. The question suggests itself—What system is likely to give such results? The answer is supplied by the journal to which we have already referred. It remarks that the British Colonial Administration allows a good deal of latitude in the interpretation of the law and is also adapted to local conditions by Orders in Council specifying modifications which experience shows to be expedient. In conclusion, it is interesting to note that LI YAO CHUN, having returned from Japan, whose legal system he was studying, has been instructed to proceed to British Colonies, especially those where Chinese are resident, to take note of the methods in operation there. "If the reputation of the British Colonial Bench," adds the jour-

nal in question, "is found to be really up to standard and if LI YAO CHUN can instil lessons of honesty and impartiality into the judiciary of China a great and good work will have been done for this country by his voyage of inspection." And so say we.

Sir Robert Hart was received by H. M. the King at Buckingham Palace on June 26th.

The American Fleet left Honolulu for New Zealand on July 22nd.

Shanghai is to have another club, the latest addition taking the form of a yacht and social club.

Bishop Andry, Bishop of South Tokyo, last month went into a London hospital for an operation.

It is stated that the Department of Communications of Japan has persuaded China to join the postal union.

Viscount Komura was to leave Europe, on the 27th ult. for Japan, travelling by the Trans-Siberian Railway.

The Belgian Consul at Hankow, M. T. de Snick, has committed suicide by shooting himself with a revolver, in a fit of temporary insanity.

The native editor of "The Korea Daily News" has been committed for trial for alleged embezzlement of subscriptions for the redemption of Korea's indebtedness to Japan.

A Spaniard named D. Francisco Graciosa has been arrested at Shanghai by order of the Consul for Spain on a charge of "attempting to provoke a duel and with insult contrary to law."

The directors of the Eastern Extension Australasia and China Telegraph Company, Limited, have declared an interim dividend for the quarter ended March 31st of 2s. 6d. per share, free of income-tax.

His Excellency the Austrian Minister in Peking has informed the Wei-wu-pu that Dr. Karl Bornemer, at present Austrian Consul in Tientsin, is to be transferred to Shanghai to take up the post vacant by the death of Mr. von Surl.

The Japan Chronicle regrets to record the death of Captain Henry Pape, formerly in command of one of the Bismarck-class, and a well-known personality in the Far East. The deceased was in the employ of the Bismarck firm for more than twenty years, and opened their service to the Orient.

A Japanese Consulate is to be established at Batavia this year. It is the rule of the Netherlands Government to conclude a Treaty of Consular Service with any country which establishes a Consulate in a Dutch colony. In compliance with this usage, a Treaty of Consular Service in Batavia has been concluded, and ratifications will be exchanged in a few days.

A Foochow dispatch states that H.E. Sung Shou, Viceroy of the Min-Che provinces, has informed the Throne that he has ordered the cultivators of the 27,500 mow of land which comprise the entire area upon which poppy is planted in Fukien province, to begin sowing cereals on it early in the autumn, under pain of confiscation to Government if the poppy plant is still cultivated there.

Mr. H. C. Chambers, A.M.I.C.E., Assistant Civil Engineer in the Director of Works' Department at Hongkong Dockyard, who was recently invalided home owing to ill-health, has been appointed to Portsmouth Dockyard for duty. He will be succeeded at Hongkong by Mr. H. F. Bowen, A.M.I.C.E., Assistant Civil Engineer, of Portsmouth Dockyard, who sailed last month.

Apparently all is not quiet on the Korean border. A telegram from Kiriin dated 25th July, states that Yi Fan-yin, a Korean, with his men to the number of six or seven thousand, have fought with the Japanese at the sea port of Wenkei and killed over forty Japanese soldiers and three officers. The Koreans of Ching-shan left there for Kiriin to take refuge and the Chinese authorities are taking great precautions on the border of Korea.

Notice is given in the Straits Government Gazette that the Secretary of State for the Colonies will at an early date submit to the King an application for the demonetization of old Straits dollars and half-dollars. These coins shall cease to be legal tender after December 31. If unannihilated, and of not less than the least current weight, they will be accepted at the Government Treasury in exchange for currency notes or local coin up to the end of the year.

The arguments in the Hongkong case of J. Ullmann & Co. v. Leubs and another before the Judicial Committee of the Privy Council occupied four days. The Judges present were Lord Robertson, Lord Atkinson, Lord Collins and Sir Arthur Wilson. Mr. Younger, K.C., Mr. E. H. Sharp (K.C. of the Hongkong Bar), and Mr. A. C. Nesbitt were counsel for the appellants; Mr. P. Ogden Lawrence, K.C., and Mr. D. M. Kerly for the respondents. At the close of the arguments Lord Atkinson said that their Lordships would take time to consider their judgment.

Mr. Ralph Spencer Paget, who for the past four years has been the British representative in Siam, has been appointed to succeed Sir Gerald Lowther as Minister in Tangier. He is the younger son of the late Sir Augustus Paget, who was Ambassador successively in Rome and in Vienna, and his only sister is the Countess of Plymouth. He married last year a distant cousin, the daughter of General Sir Arthur Paget. Mr. Paget is half German by birth, his mother having been born Countess Walburga de Hohenthal, and having been at one time attached to the Court in Berlin.

By the steamer "Hangrang," which left Shanghai last Tuesday, the police of the inter-police team left for Hongkong. In all there were ten animals, Mr. A. W. Barkill and Dr. Keylock taking three each, while the others had two apiece.

On Saturday night the police found the body of a Chinese girl, six years of age, hanging from a beam in a house in Wanchai, a rope being attached to the neck. It is a case of suspected murder, and the mother of the girl, two women and a man have been arrested pending inquiries.

Further reports have been forwarded to the police of junks stranded and lives lost in the recent typhoon. The list at the Central Station yesterday showed that 337 persons were missing, 206 were drowned, 68 were killed ashore while 14 were reported injured. This gives a total of 643.

Appropos typhoon signals. Some comment was caused on Sunday night by the long interval allowed to elapse between taking down the "daylight" signals and hoisting the night signals. For almost half an hour no signals could be observed on the "Tamar." It would be interesting to have an explanation of this delay.

The Blue Fannel steamers, says the N.C. Daily News, are experiencing a remarkable run of ill-luck. Yesterday (last Tuesday) a fireman on the "Patroclus" fell down the bunkers and broke his ribs. The seaman who fell from the fore-top of the "Agamemnon" and whose life was only saved by the plucky intervention of a comrade at the expense of a fractured ankle and wrist, lies with a broken back in the General Hospital, Shanghai, where in all probability he will be for several months.

A Paris message to the London papers states that regret is expressed in certain organs at the reduction of the military forces in Indo-China, decided upon as a measure of retrenchment by Parliament. The Budget, which amounted to £12,000,000 (£276,000) for that purpose in 1907, has been reduced to £15,000,000 (£300,000) for the current year. The French forces in Cochin China, Tong King, and Annam muster a total of 25,500, of whom 732 are officers. This total includes only 12,509 whites, officers and men, the rest being natives.

After a closure of some seven months the United States Court for China was reopened by Judge Wilkey on the 25th ult. Among the civil cases called that day was one in which the Hongkong Milling Co. were plaintiffs and Messrs. Fraser & Co. defendants. Plaintiffs' attorneys Mr. Mrs. Drummond, White Cooper and Phillips did not appear. For the defendants Mr. Sterling Fessenden appeared and said he was instructed by his clients to make application for the case to be discontinued.—His Honour remarked that plaintiffs' counsel ought to have been present to make the motion.—Mr. Fessenden.—The matter was settled amicably. On his Honour's suggestion Mr. Fessenden agreed to file a written motion for dismissal.

Mr. J. H. Kemp was the only magistrate presiding at the Police Court yesterday, and although he had a comparatively long list of cases there were few of public interest. A boy who had been employed at the Hongkong Hotel was found in the quarters at 11, Wellington Street on Sunday to remove his clothing, but did not obtain permission to enter. One of the boys in the quarters refused to allow him to enter. The result was a quarrel in which the defendant drew a knife and cut the boy across the hand. Mr. Kemp informed the accused that he was not justified in using a knife and fined him \$20, in default three weeks' imprisonment.

## TYPHOON WARNING.

The following telegram was dispatched from the Manila Observatory at 3.15 p.m. yesterday and received at the American Consulate at 5.30:—

"Cyclone on typhoon East of Bashi Channel, moving N.N.E. or N.E."

## THE VISIT OF U. S. FLEET TO CHINA.

Tao-tai Mei Hsing-tien, head of the Tientsin branch of the C. M. S. N. Co., has left that port for America via Shanghai to join Vice-Admiral Sha Chün-ping, Commander-in-Chief of the Peiyang and Nanyang squadrons of the new reduced Chinese Navy, in making preparations for the reception of the American Pacific Battleship Fleet, which is due to arrive at Amoy on September 14. Besides Admiral Sha and Tao-tai Wei, the Commissioner of the Imperial Maritime Customs at Amoy will also take part in the reception on behalf of the Chinese Government. The Viceroy at Foochow has been instructed to enter all monies spent on this occasion to the Government's account for 1908. The Chinese officials will repair a number of ancient temples, will attend to the building of a wharf, the construction of new roads, the erecting of a grand stand after foreign methods in the parade ground for the American admiral and his staff to review Chinese troops, the purchase of several hundred new rifles from Japan for the conveyance of the American marines and sailors on land and will arrange a number of receptions to the officials and members of the various battalions during their sojourn at Amoy as guests of the Chinese Government.

## IN THE LIFT.

Old Lady.—Don't you ever feel sick going up and down in this lift all day?  
Lift Boy.—Yes'm.  
Old Lady.—Is it the motion of the going down?  
Lift Boy.—No'm.  
Old Lady.—The motion of going up?  
Lift Boy.—No'm.  
Old Lady.—What is it, then?  
Lift Boy.—The questions!

## CORRESPONDENCE.

## THE DISLOCATION OF THE TELEPHONE SERVICE.

[TO THE EDITOR OF THE "DAILY PRESS"].

DEAR SIR,—I should be much obliged if you can find room in your valuable columns for the following explanation.

I have received a great number of aches and verbal messages complaining of the unfortunate dislocation of the telephone service. Quite a large proportion of these messages show a curious misunderstanding as to the nature of a telephone line and I think that if the matter were explained more patiently would be evident on such occasions as the present.

One gentleman informs me that he cannot understand why his telephone should be wrong as in the office overhead they are using theirs; another that to put his telephone right can only be a matter of ten minutes' work as the one next door is in order.

Every subscriber must have two separately insulated wires from his telephone to the Exchange and every possible means is employed so that they shall never in any sense "go shares with the man next door."

On an average nine-tenths of each line is underground and is therefore unaffected by the storm, but the other tenth has been blown away.

A great number of wires have to be re-erected and this must be done in proper order; individual lines cannot be attended to out of their turn without setting the whole work back indefinitely.—I am, Yours, &c.

FOR THE CHINA AND JAPAN TELEPHONE AND ELECTRIC CO.  
W. L. CARTER,  
Manager.

## THE COMING BOXING CONTEST.

[TO THE EDITOR OF THE "DAILY PRESS"].

U. S. S. "Wilmington,"  
Hongkong, August 3.

SIR,—Having heard several remarks passed to the effect that [the "Simms-O'Rourke" bout was going to be a fake fight, I take this opportunity to express myself in the premises. This bout will undoubtedly be the best ever put on in Hongkong. In Shanghai last year, Simms and O'Rourke fought a fifteen round draw, which subsequently resulted in much bad feeling between the two parties, and the coming fight will decide the best man.

Sporting men of repute in Shanghai stated that the fight of Simms and O'Rourke, at that place, was the best ever witnessed there, and also elsewhere in the Orient, they believed. The reports of the fight in the Shanghai papers will corroborate this statement. On board the "Wilmington" there is much at stake, as these men bring in the engineers' force, and the other on deck, and all who are acquainted with man-of-war affairs will readily understand that each side will be faithfully supported.

In addition to the above reasons, the "Wilmington," has acquired a sporting reputation which it can't afford to lose. Ensign W. D. Gresham, U. S. Navy, of the U. S. S. "Wilmington," widely known in Hongkong, has consented to referee the bout; and all who know Ensign Gresham, know him as a square man and a good sportsman.

W. H. BAROWSKI,  
Manager.

## BANKRUPTCY OF MR. C. E. ETTI.

A bill of the London Bankruptcy Court was held on 2nd July before Mr. Registrar Brougham for the public examination of Charles Emmrich Etti, late of 98 and 101, Leadenhall-street, E.C.3, whose accounts show total liabilities £24,333 and a deficiency of £1,733. In reply to Mr. Daniel Williams (Official Receiver), the debtor stated that he came over from China in 1905, and had since been interested in the Eastern Asia Trading Association, the Anglo-China Trade Journal, the Russian Transport Company, the Liopinski Gold Mining Syndicate, and other undertakings. He had also been concerned in various accommodation bill transactions, in respect of which a liability of £1,256 rested upon the estate at the date of the receiving order. The examination was concluded.

## THE BRITISH ARMY.

## OUTSPOKEN CRITICISM.

Lord Milner and Lord Roberts turned a keen light on the poor prospects of Mr. Haldane's Territorial Army in two striking speeches at the National Service League's dinner at the Trocadero Restaurant last month. "If we support the movement," said Lord Milner, "we may be accused of infidelity to our principles, while, if we do not support it, people will say it is not the supreme object, the security of the country?"

Mr. Haldane has found that when he insists on the conditions which he himself has declared to be necessary for efficiency he cannot get recruits. The fault is not in the men. There is no country in the world where the Volunteer principle will carry further, but the principle itself is insufficient. It penalises patriotism.

"What ought to be done by the whole nation, is left to the spasmodic efforts of the patriotic few. For that reason efforts to provide a national army for the Volunteer basis are doomed to failure."

Lord Roberts, speaking a little later, said: "Only two days remain of the time in which it was hoped to organize the Army on the new basis, and up to the present only about half the men have come forward. They may come more rapidly now, but even if they do, how different will the Army be from that of which Mr. Haldane spoke a year ago!"

From the 800,000 men of whom he then spoke the number has dwindled to a possible 315,000. Nothing is being done for rifle clubs, which it was then intended to encourage.

"It is surely an unfortunate position for a Minister to find himself in after such a great number of speeches."

## CANTON.

[FROM OUR CORRESPONDENT.]

2nd August.

## NOVEL METHOD OF TESTING PROFESSIONAL PROFICIENCY.

Owing to considerable sickness and numerous deaths amongst the men in the Army here Viceroy Chang has given special instructions to all the officers in charge of the Military Hospitals to find out and report to him the proficiency of all the Doctors engaged in these institutions. In order to do this effectively H.E. Chang suggests that classification of the different kinds of cases in the hospitals be made, and those who are suffering from the same disease be placed under the treatment of each Doctor for a certain period and at the expiration of the fixed time to decide their merits on the percentage of patients cured. It is reported that almost 90 per cent of the patients recently taken into the Military Hospitals are men suffering from cholera and the death rate amongst them has been very high. Doctors who are placed in charge of the cholera wards, I believe, will have very little chance of proving their competency.

## FOOD AND ICE.

It is again rumoured that an Ice Factory is going to be put up here. That there is scope for an ice plant, nobody doubts, but I do not think the water here is very suitable. We are getting very good ice from Hongkong at practically the same price as in Hongkong and, thanks to the new hours advertised by Messrs. Pettit & Co., we can get ice at almost any hour of the day.

## MILITARY AND OPIUM SMOKING.

Sometimes ago a Bureau was established exclusively for the suppression of opium smoking amongst the Civil officials and it is reported to have done good work. His Excellency Viceroy Chang, on receipt of a satisfactory report from the above department immediately gave instructions to the Military authorities to establish a similar Bureau.

## THE RECENT TYPHOON.

The Naval Department has reported to the Viceroy that they have lost 31 gigs out of 33 in the recent typhoon and the report also mentioned that all the metallic covers for protecting the big guns at the Fa Moon Forts have been demolished. The wireless telegraphy apparatus at Wai-Tsun was also blown down.

## GUNBOATS COMPLETED.

Owing to insufficiency of light draft gun boats for patrolling the West River, last year Viceroy Chang instructed Admiral Li Tsan to order four shallow draft gun boats from Hongkong. They are to be equipped with modern guns. The contract price for building the four vessels including the supply of their outfit is said to be over 300,000 taels to be paid in three instalments of which two instalments have been paid. Recently Admiral Li reported to the Viceroy that the gunboats have been completed and requested that instructions be given to the Likin Bureau to pay the final instalment of 100,000 taels.

## THE BEERFORD-SCOTT SIGNAL INCIDENT.

The following is the communication made to the Times respecting the Admiral Sir Percy Scott disobeying a signal given by Admiral Lord Charles Beresford:—

"The Good Hope" and "Argyll" were ahead of one another on a parallel course, 1,300 yards apart. Lord Charles Beresford made a signal to them ordering the Argyll to turn 16 points to star-board and the Good Hope to turn 16 points to port.

"Had the signal been obeyed the Good Hope and Argyll would have collided, as did the Victoria and Camperdown. The Argyll obeyed the signal; the Good Hope, to avert a collision, disobeyed the signal."

"The case is in some ways parallel to that of Sir George Egerton in the Victoria, but there is the following difference. Admiral Markham, although he realised the danger, most-headed his answer, and was thereby compelled to obey the signal. Sir Percy Scott, seeing that by obeying the signal a collision would take place, did not most-head his answer, thus leaving it open for the flagship to negative the signal, or for the Good Hope not to obey the signal."

"At the Victoria Court-martial the Court in their finding expressed regret that Admiral Markham did not communicate to the signal to his Commander-in-Chief, but they added that it would be fatal to the best interests of the service to say he was to blame for carrying out the directions of his Commander-in-Chief, who was present in person."

"When the Good Hope turned to starboard instead of to port as ordered the following signals were made:—

"July 7, 3 p.m. Flag to Good Hope.—Did Good Hope take in the signal for her to turn to port?"  
"Reply.—Yes; but Good Hope did not go close up before the signal was hoisted down."

The method of making signals in the Navy is for the flagship or senior officer to hoist the signal ordering the evolution or manoeuvre. The other vessels then hoist the answering pennant "to the dip," but do not hoist "close up" until they are assured that they understand the meaning of the signal. When all the ships have their answering pennants "close up" then the flagship hoists down the signal and the evolution is performed. In this case we are told that the signal was hoisted down, thus ordering the evolution to begin, before the Good Hope had hoisted "close up" to show that the meaning of the signal was understood.

## EMPIRE DAY RIFLE CONTEST.

The Daily Mail Empire Day Rifle Contest for 1908, which is a club and associations in all parts of the Empire entered teams, has now concluded. The chief trophy, the 210 guinea Empire Cup, is held for the year by the East London (Cape Colony) Rifle Club with the score of 824 points out of a possible 840. The club also wins outright the 50 guinea cup for the club making the best score in any part of the Empire outside the United Kingdom. Second position was secured by the Railway and Works Eds Club, Brisbane, Queensland, with a score of 807 points, while the Bangor Rifle Club, Victoria, is third with 788. The 50 guinea trophy for the club obtaining the best score in the United Kingdom was secured outright by the North London Rifle Club with a total of 793.



## HOME AND CHINA AFFAIRS.

(FROM OUR CORRESPONDENT.)

London, July 3.

SIR ROBERT HART, B.C.L.

Sir Robert Hart was one of those upon whom the University of Oxford conferred the honorary degree of D.C.L. on Wednesday. Among the others were Sir Ernest Satow and Mr. Lloyd George. As usual the undergraduates had a good deal of chaff for the visitors but the name of Sir Robert was received with general cheering and he was more courteously treated than the younger men. Mr. Lloyd George was assailed with remarks pertinent and impudent as to his office of Chancellor of the Exchequer, and one youth demanded in stentorian tones "When am I going to get my Old Age Pension?" Undergraduate humour does not however seem to be improving with the years and most of the sallies fell rather flat.

By the next mail I will send an account of the dinner to be given next Tuesday night to Sir Robert Hart by the China Association. The demand for tickets has been very great notwithstanding the intense heat, and it is not putting it too strongly to say that Sir Robert is the greatest "draw" in our public life to-day. Everybody's attention has been called to his marvellous term of service in the Far East and the admirable way he has used it for the advancement of the Chinese Empire and the improvement of Chinese relations with Britain and Europe generally. The Belfast Corporation has conferred on him the freedom of the city and other important towns are following suit.

## THE OLD AGE PENSIONS BILL.

The Government is apparently getting uneasy as to the cost of the Old Age Pensions scheme they have rushed into. The revenue is going down and yet the House has forced them to broaden the basis of the pensions, to adopt a sliding scale, and to grant married couples and old recipients of pensions living together a more liberal allowance than was at first intended. All these things are running up the cost and Mr. Lloyd George has announced his belief that he will "have to raise some ten million" next year for the necessary golden eggs to meet the promises. That is not a bright outlook, and people are wondering what will be taxed to bring in sufficient to meet the expected deficit. There are persistent rumours also that though Mr. Hildesley's Army scheme has not yet had a chance to show its qualities the Government are bent on enacting the Army and are now considering the withdrawal of the South African Garrison, the abandonment of the Cardwell system on which the present policy is based, and the reduction of the home forces. There is undoubtedly a strong and aggressive body in the House in favour of rigid Army economy, but in view of the heavy Imperialist leaning in the Cabinet and the determination of Mr. Asquith to have every man stick to his post and work his department efficiently, I see no danger of such views being translated into action.

## THE NAVY.

The situation in the Navy is different. Few men of either party are seriously disposed to meddle with a strong navy programme. There is just now, however, a personal matter that is causing some trouble. Lord Charles Bessborough is at the bottom of it. Since he quarrelled with Sir Percy Scott, when the latter signalled that "painting and looking pretty are apparently more important in the Navy than gun practice," the two have not been on speaking terms, and now the pugnacious Commander of the Home Fleet has shown his antipathy to Sir John Fisher in the most unmistakable way. There was an official reception last week and Sir John Fisher attended as head of the British Navy. Seeing his subordinate, Lord Charles Bessborough, in a group of men the First Lord went over in the most friendly way and held out his hand. Lord Charles ostentatiously placed his hands behind his back and ignored the extended hand of Sir John. This incident was observed by many people and soon became the talk of the town. There is some irritation generally that Lord Charles should make such a regular policy of personal opposition. It is reported, however, that Lord Charles intends shortly to resign and re-enter political life, where he will have ample opportunities to exhaust his steam in public.

## THE PAN-ANGLO-CHINESE CONGRESS.

As a result of the Pan-Anglo-Chinese Congress not only has the Church of England collected a special thanksgiving fund of upwards of \$400,000, but there has been a great accession of candidates for missionary work, especially in the Far East. The campaign for funds for the China missions, initiated by Lord William Cecil and others, has riveted the attention of the religious bodies on the China field, with the result that the Church Missionary Society has never had so many applicants as during the past two months.

The American and Colonial bishops have been very conspicuous. The American Bishop of Shanghai, Dr. F. B. Groves, and the American Bishop of Tokyo, Dr. J. McKim, have received the honorary degree of Doctor of Divinity at the hands of the University of Oxford. The medical branch of the missionary service in China has received special attention and all the bishops of the Far East, particularly the Bishop of Mid-China, have testified to the great utility of a medical knowledge in getting into touch with the Chinese.

## THE ROYAL COLONIAL INSTITUTE.

The annual convocations of the Royal Colonial Institute last week was held as usual in the galleries of the Natural History Museum, South Kensington, and there was a great crowd of members and friends. The collection of animals served to occupy the attention of all parts of the Empire there were so many mutual friends that the evening was most pleasant in spite of

the heat and the crush. As usual the catering was excellent and the musical programme was Imperial in character, and high class in selection. Perhaps Australia and the Cape sent the greatest number of visitors but the Far East had many representatives, including those whose names are familiar as officials of the China Association and the China Society. The vocalists were Miss Ada Forrest (South Africa), Miss Violet Elliott (Australia), Mr. Philip Simmons (England), and Mr. Sydney Jarvis (Canada), the conductor being Mr. P. Mayon-Libbs of Melbourne.

## TIBETAN MEDICINE.

Great interest has been roused in medical circles by the discovery of a "Handbook of Tibetan Medicine," first published twelve hundred years ago, which proves that in that day and in that remote land many of the principal medical truths, believed to be of more recent discovery, were well recognized.

The book came to light through an appeal sent to the Czar to establish Russian medical schools in Siberia, where among the natives the Tibetan school of medicine is practised. The Russian Academy of Medicine took the matter up and the book came into their hands for examination. The parts of the body, including the number of nerves, were found to be fairly accurately stated, and the directions for good health were laid down on the lines of cleanliness, simple living and the avoidance of excesses. The methods of ascertaining a person's health were apparently the same as obtain today— including the looking at the tongue, feeling the pulse and so forth. Vegetable medicines were advocated, also baths, compresses, massage, and blood letting, and a few were fixed for the punishment of physicians who did not keep instruments clean.

## THE OPIUM QUESTION.

The opium question is exercising the minds of the authorities both of the United States and Canada. President Roosevelt has selected Mr. Thomas Burke of Seattle and Dr. Hamilton Wright of Maine to investigate the extent to which the drug is used in the United States and the Philippines, while Dr. Tenney of the Legation in Peking, is to study the situation in China. Then these three representatives will attend a Commission on an international basis in Shanghai early next year.

In Canada the influx of Orientals has doubled the use of the drug in twelve months and there are six establishments openly preparing it for consumption. The Canadian Government is being memorialised by the churches to prohibit the importation and preparation of the drug, as it is feared that the opium habit is spreading among Anglo-Saxons in Canada as well as among the Chinese.

All the British religious bodies were represented on Thursday night at a great anti-opium meeting at the Queen's Hall in support of the Government's decision as to the opium traffic in the Crown Colonies. The Bishop of London who presided said Great Britain was absolutely bound to stand by China in this matter and the sacrifice China was making was such that the sacrifice by India would be as nothing. They desired the Government to shorten the time limit in India for the cultivation of the poppy, but he declared that Great Britain should help India to bear the burden of the loss. To this Dr. D. Brook, President of the National Free Church Council, moved a resolution and it was carried after Dr. Gibson of Swatow had seconded it. A further resolution urging firmness in dealing with the opium question in Hongkong and elsewhere was also carried with acclamation.

## CHINA'S FOREIGN MINISTERS.

China's representatives in America and England are making themselves very popular by their interest in Western affairs and their presence at social and public functions. Lord Li, our new Minister in London, seems to be here, there and everywhere and the fact that he can handle the English tongue and is backed by so witty and resourceful a Lieutenant as Secretary Ivan Chen brings him into closer touch with our public than any one since the late Sir Chih Chen Lo Fung hui. In America, Wu Ting Fang has also quickly won his way to the hearts of the students of Iowa as that China depends on the students educated in American and other Western Colleges to carry on the reforms in civilisation to which the Chinese nation aspires. He received the honorary degree of LL.D. at the Iowa University. This week Lord Li has been one of the guests at the great pageant at Winchester which has been portraying the history of the ancient city.

## THE SUFFRAGETTES.

The Suffragettes are in fighting form again and twenty-five of them have been charged before the magistrates with brawling outside the House of Commons. The proceedings were really a broad farce. The police escorted them to and from the House of Commons as though they were honoured guests. There was no opportunity for that kind of grievance that the suffragette used to create disturbances, and the chagrin of her was the funniest thing the man in the street has seen for a long time. In the evening things began to get rough, but the number of suffragettes was small: the bulk of the crowd consisted of youths bent on mischief. Most of the arrested boys have been elected to go to prison. One said it would "be home next time" but nobody takes that threat seriously. It was a good enough advertisement for the lady, though, so she is happy, and says so. In the crowd that night the pickpockets were very busy. Even some members of Parliament who were escorted across the street by police lost their gold watches. Since then there has been another diverting incident. The Suffragettes had planned to have a demonstration yesterday, but they learned that the police annual fête at the Crystal Palace was on, so they cancelled the demonstration out of regard for the police who would have had to attend the demonstration

and preserve order. Such is the yearning of the Suffragettes for being arrested and the gratitude of them to the men who carry it out!

## THE WEATHER IN ENGLAND.

For three weeks or more we have not had a drop of rain. Most of the country is burned up, but the pleasure seekers are having the time of their lives. By day also cool breezes relieve the strain of the heat, and at night the beautiful effects of the Aurora Borealis spread over the northern sky till at one in the morning it is light enough to read a newspaper. I scarcely remember such fine sky effects in England, and they would compare favourably with what I have seen from the hills of Morocco.

## HENLEY REGATTA.

One remarkable thing this year is however the drop of the interest in Henley Regatta. On other years it was difficult to get a boat for less than two guineas for the afternoon. This year the same accommodation could be had for seven and six pence. It is the motor car that has wrought the change. The car is responsible for much that is complained of. The tailors and batters declare that men are no longer buying smart summer clothes, the house agents cannot let furnished town houses and flats, and trade in town is generally suffering from the rush of people to the country in flying trips.

## AGRICULTURAL PROSPECTS IN EUROPE.

Reports from Russia and Austria do not indicate a good season for agriculture in either country. Hailstorms have been followed by drought in eighteen provinces of Russia and a million acres of cereals have been badly damaged. A famine is predicted and in Austria, where there has been no rain for six weeks, the situation is equally gloomy.

## REFORMING THE JUDICIAL COMMITTEE OF THE PRIVY COUNCIL.

The Lord Chancellor's Bill for reforming the Judicial Committee of the Privy Council has been generally approved but exception is taken to one or two points. It is drafted with the object of bringing the British Dominions overseas into closer touch with the "Court of the King in Council." It will have powers to summon and judge in the British Colonies or India; to sit as an assessor of the Judicial Commission on the hearing of any appeal from his Colony. This is intended to do away with the complaint of some colonies that their cases have been referred to a dingy room in Downing Street far away from any Colonial judge. The Committee under the Bill will not exceed seven but that number may include all the judges of the High Court of India who may chance to be members of the Privy Council. This is taken to be a mistake, as the number of Indian judges might conceivably occupy most of the space in the Committee. There seems to be a disposition in legal circles to favour no limitation of the number at all, and the right to membership should extend to all the Colonies.

## THE CHANNEL SWIM.

FINE PERFORMANCE BY WOLFF.

The Channel Swimming Season opened last month with a fine performance by Mr. James Wolff, who, starting from near Dover, swam for fourteen hours, covering in all thirty-five miles, and finally gave up three miles from France owing to the tide driving him back.

Throughout the day the weather was beautifully clear, and the swimmer could be followed somewhat easily on a very rapid swim across the Straits until 5 o'clock in evening, when the French coast became enshrouded in a thick haze. It was 4.5 a.m. when Wolff waded into the water at the South Foreland Lighthouse, near Dover. Under the advice of his French pilot, M. Dutreix, the swimmer took a different course from the Godwin, the object being to swim for Calais instead of to the west of Cap Grisnez, which has been the objective of most Channel swimmers.

It was a beautiful morning, but the air was cool and the temperature of the sea did not exceed from 58deg. to 59deg. The temperature, however, had no ill effect upon Wolff, who has previously made all his practice swims this year in the sea at a much lower temperature.

He swam with his usual left arm stroke going about twenty-two to twenty-five to the minute, and pulled very quickly away from the shore, followed closely by his attending boat, the yacht Sea Wolf.

Several gentlemen on the steamer occasionally took a turn in the water with Wolff, but they were unable to keep up with him for very long. On board the yacht were a couple of pipers who frequently played Wolff's favourite tunes.

Towards midday and for two or three hours afterwards the sea was like a sheet of glass, and the heat of the sun was so great that Wolff wore his goggles and a head-dress to protect him. Swimming on the ebb-tide, Wolff made a line in the direction of a point about two miles east of Cape Grisnez, and about 2.30 he got to within seven miles of the French coast, two miles from Cape Grisnez Point.

At this time the tide had commenced to run eastward, which gave him a slight set in towards Cape Grisnez. With the flood-tide came a little breeze from the eastward, which set up rather an uncomfortable lap on the water.

On his progress across Channel Wolff passed through several patches of jelly fish, and twice ran close to a shoal of mackerel. Just before two o'clock the London turbine pleasure steamer "Kingfisher," bound to Boulogne, passed the party, and the passengers gave him a hearty cheer. Shortly afterwards a Brigantine towing a tug came up, and the crew conversed with the French pilot as to Wolff's position, which was then considered to be excellent.

Wolff gave up when three miles off the French coast off Cape Grisnez, as a strong easterly current off the cape was drifting him towards the North Sea. The sea was lumpy towards the finish. Wolff was quite fresh when he left the water, but could make no headway, and therefore gave up.

Lord Avelbury, who is at a Mansion House, recently held in London that in London there were seventeen or eighteen hundred charitable institutions dispensing altogether over £10,000,000 a year.

## SHIPPING NEWS.

LATEST STEAMER MOVEMENTS.

The N.Y.K. str. Tamba Maru (European Line) left Singapore for this port on the 31st inst. and is expected here to-morrow.

The Apcon str. Chatterjee Aker from Calcutta left Singapore on the 1st inst. afternoon, and may be expected here on or about the 8th.

The I.G.M. str. Delfinger carrying the German Mails with dates from Berlin of the 15th ult., left Colombo on the 2nd inst. a.m., and may be expected here on or about 12th inst.

A THREATENING STRIKE?

The following Sydney telegram dated July 1st appears in the London papers:—"The secretary of the Australasian Merchant Service Guild has been requested to supply certificated officers to fill prospective vacancies in Eastern Asia, where, it is understood, a strike affecting three big shipping lines is imminent as a result of fluctuations in wages due to the varying value of the dollar. There is little prospect of the Guild acceding to the request."

FIRE IN THE "TAX RANG"

A somewhat serious fire broke out on board the J. & C. China steamer "Tax Rang," 1,662 tons, Captain McCall, at 2.45 a.m. while the vessel was moored alongside the Shanghai and Hongkong Wharf. The fire broke out in the engine room, and the ship's officers succeeded in preventing the flames spreading. Assistance came from launches lying alongside, and detachments followed from the U.S.S. "Concord" and R.M.S. "Clho," while the Customs fire boat was also in attendance. With their joint efforts and useful appliances the fire was got under, with but little damage. The cargo was practically unharmed; a native fireman was burnt to death.

THE NORTH GERMAN LLOYD.

The North-German Lloyd announced that their service between Marseilles and Alexandria, which is at present a fortnightly one, will resume weekly sailings in the autumn by means of an additional specially constructed steamer.

CLYDE SHIPBUILDING RETURNS.

The Clyde shipbuilding half-yearly return shows a notable falling off. The output for the past six months was only 138,000 tons compared with 304,000 tons a year ago. Fortunately good orders are understood to be pending, but some yards are without an order.

THE AUSTRALIAN SAILING SHIPS TRADE.

As a result of negotiations with the Federal Council of Marine Underwriters of Australia, the Tariff Committee have just arranged for an increase of outward and homeward cargo rates in the Australian sailing ship trade. The provisional rate came into operation on and after July 1st, and the Federal Council have agreed to consider the question again before the year.

SYDNEY-SINGAPORE STEAMSHIP SERVICE.

According to a Reuters telegram from Sydney, the Government has arranged to grant Messrs. Burns, Philp, and Co. a subsidy of £2,000 yearly for the establishment of a line of steamers from Sydney to the East—viz., Surabaya, Samang, and Batavia, on to Singapore. The Government, however, reserves the right of withdrawing the subsidy if the company transfers its head office or docking operations to Victoria, as it once thought of doing.

FIRE ON BOARD SHIP.

Underwriters and others who take an especial interest in appliances for the detection and suppression of fires on board ship will be interested to learn that the Royal System has recently received an encouraging notice in the United States of America. The system has been awarded a distinguished jury of experts, the gold medal offered by the Society of America for the best device for the protection of life. It will be remembered that the apparatus was exhibited in London some time ago. The system is fitted in both the big Cunard steamers—Lusitania and the Mauretania.

A NEW N. D. L. LINE.

A fashion recently adopted by the German steamship companies is to name their boats after distinguished Americans. The Hamburg-American Line has taken the example by christening two big steamships, America and Kaiser, after President Lincoln respectively. Now the Norddeutscher Lloyd goes one better by calling its newest Atlantic liner the George Washington. The theory is that the Americans rather like to sail in steamers whose names fill them with pride. The George Washington, by the way, is not yet off the stocks. She is to be launched in the autumn. She is a very big boat, with a tonnage of 7,000 and a length of 725ft. built to carry the enormous number of 2,541 passengers, and is to be a crew of 1,000. Her 820 first-class passengers are to be disposed in 283 cabins, which is suggestive of privacy and comfort. There are for one, two, or three passengers. In addition there are two imperial suites—luxuriously-furnished flats, in fact—a couple of state-room suites, and thirty-one extra large state rooms for three passengers, with joint use of bath-room, and other accommodation.

THE S. AND O. CO.'S LATEST SHIP.

The S. and O. Co.'s latest ship, the Pan-American and Oriental ship, left Greenock for London recently on completing her trials. She is a 6,000-ton boat, and is to run between Aden and Bombay with passengers and mails. The S. and O. Co. will be one of the swiftest ships possessed by her owners, for she will have a speed of over twenty knots. She will also have the distinction of being the only white-painted ship in the Pan-American and Oriental fleet. The fact that the vessel is to confine her operations to a tropical climate is obviously justified by her departure. Before taking her place on the Aden-Bombay service, the S. and O. Co. is making a couple of preliminary pleasure cruises. The first is in August to some of the northern capitals, for which the vessel is already pretty well booked. The other is in September, the destination being Palma, Venice, and Sicily.

THE RETURN OF THE SAILING SHIP.

The assertion has been made that within the past five years sailing vessels have come into vogue again, after having been practically banished from the ocean for many years by the quiet and in many respects more easily controllable steamships. It is claimed that for long distances, when time of delivery is of no particular consequence, heavy cargoes can be transported much cheaper by sail than by steam. In confirmation of this statement, during the latter part of April two sailing vessels—four-masted bark, each of 3500 registered tons—left Rotterdam for San Francisco each carrying a cargo of 2,000 tons of German coals and 500 tons of Chinese and Indian goods. One more bark, the S. and O. Co.'s latest ship, the Pan-American and Oriental ship, left Greenock for London recently on completing her trials. She is a 6,000-ton boat, and is to run between Aden and Bombay with passengers and mails. The S. and O. Co. will be one of the swiftest ships possessed by her owners, for she will have a speed of over twenty knots. She will also have the distinction of being the only white-painted ship in the Pan-American and Oriental fleet. The fact that the vessel is to confine her operations to a tropical climate is obviously justified by her departure. Before taking her place on the Aden-Bombay service, the S. and O. Co. is making a couple of preliminary pleasure cruises. The first is in August to some of the northern capitals, for which the vessel is already pretty well booked. The other is in September, the destination being Palma, Venice, and Sicily.

SHIPWRECK COAL BILLS.

Successing generations of shipowners will doubtless some day examine their predecessors' coal bills with amusement. They will wonder at the crude character of the fuel they employed. Meaning, the modern shipowner is much exercised as to the extent of his coal account, which has of late venomanically eaten up much money that might have been expected to go in dividends. As a means of comparison nothing more interesting has lately been published than a table given in the "Shipping Gazette" with respect to the coal consumption of the Norddeutscher-Lloyd, the second largest steamship company in the world:

THE Following CLARETS are Selected Qualities from World renowned BORDEAUX HOUSES whose Wines have been in this Market for the Past Fifteen Years.

The Fact that their Sale Increases from Year to Year Proves that their Quality is Appreciated and their Price Reasonable.

	Per Doz. Qts.	Per Doz. Pts.
COTES MEDOC } Nice Luncheon Wines	... ..	\$5.50 \$3.25
ST. EMILIE, Good Dinner Wine	... ..	6.50 3.75
ST. JULIEN, Superb Dinner Wine	... ..	8.00 4.50
ST. ESTEPHE, Superior Fine Flavour	... ..	10.00 5.10
COOS. ST. MICHEL, " " "	... ..	12.00 6.5
CHATEAU LAROSE, High Class Wine	... ..	13.00 7.00

## H. PRICE &amp; CO., LTD.

WINE, SPIRIT & CIGAR MERCHANTS,  
12, QUEEN'S ROAD CENTRAL, HONGKONG, 23rd July, 1908.

Year Tons Cost.

1875	...	162,484	...	2163,133
1880	...	229,669	...	130,628
1885	...	315,677	...	219,554
1890	...	675,771	...	610,632
1895	...	79,665	...	513,182
1900	...	1,110,261	...	1,039,871
1905	...	1,427,551	...	1,131,759
1907	...	1,731,893	...	1,682,580

On these figures would appear that, while the company paid just under 16s. per ton for coal in 1905, the average price two years later was 19s. 3d. On the quantity of coal bought last year the higher price represented an extra outlay of considerably over £250,000.

## REVIEW OF JAPANESE FINANCE.

BANKING CHAIRMAN'S VIEWS.

At the annual general meeting of the Anglo-Japanese Bank Sir Westby Percival, as the result of a recent visit to Japan, gave his impressions of the industrial and financial conditions of the country. Shareholders, he said, might very plausibly remark that facts were better than opinions and point out that the bank had been opened in Yokohama for some eighteen months, and little or no profit had resulted. His answer to this was that for banks in the first two or three years of their existence were able to make profits. Time was required; and it would be unreasonable to expect any variation from the almost general rule. In their case special reasons had existed why the bank did not meet with the immediate success and recognition in Japan they were led to expect. He alluded to the "speculative mania" and to the attitude which certain Government officials assumed with regard to the institution at its inception. These two serious obstacles to their progress had practically disappeared. He was not one who looked with alarm at the public finance of Japan. The attacks which had been so freely made were of the most exaggerated and unwarranted character. The South African War had disconcerted our own finance, and it was not to be supposed that Japan could emerge from her own recent struggle with Russia without some financial embarrassment and the necessity for placing additional burdens on her taxpayers. The people of Japan were quite able to bear all the taxation that was necessary to provide for all the Government obligations, and they would do so without a murmur. They had given the West an object-lesson in patriotism, self-sacrifice, and military prowess which they knew had to be paid for, and if from no higher motive, their national pride would cause them to defy their public obligations to the uttermost. To say that the people were taxed beyond bearing point was an instance of those exaggerations which had been so freely indulged in. The policy of the Government was wisely to reduce expenditure to the utmost in order to make any increased taxation as light as possible, but those who were able to form a sound opinion agreed that, if necessary, the country could stand an increase of taxation without undue inconvenience. If the incidence of taxation were slightly altered a largely increased revenue could be collected, and be very little felt. Under the present system agricultural land escaped very lightly indeed. The land tax was levied under an assessment made in 1899 on a calculation made some years previous, which now worked out at a ridiculously low figure, and an increased revenue could be derived from this source alone, more than sufficient to provide all that could possibly be required. The population had grown to nearly 60,000,000, and in 1907 the foreign trade amounted to over 928,000,000 yen, and was increasing and must rapidly grow, although naturally there would be periods of check. Japan must continue to do an increasing trade, both internal and external, and the necessity for Western capital to develop her resources was daily becoming more apparent, and provided for them the opportunity to be useful on terms of profit to themselves. The prospects of the bank were much brighter than they were last year and from this time onward he had no doubt whatever that they would move forward. Although the price of the shares was no immediate concern of the board, it was much to be regretted that shareholders took place at such obviously ridiculous values, and shareholders would be wise not to believe any idle talk which they might hear regarding the bank, but to accept the assurances of the board that the capital of the bank remained intact, less the preliminary expenses and that the shares had a breaking up value to-day of over 24 a share. He moved the adoption of the report.

Mr. Sutro, a shareholder, criticised several features of the report, and desired to move an amendment, but this found no second, and the original motion accepting the report was agreed to.

## BURIED CIVILISATION.

GLIMPSES OF A FORGOTTEN CITY ON THE RED SEA.

The Royal Academy at Rome, has just published an interesting report on the result of excavations of the ancient city of Adulis near the south of Massawa. The remains of the city are in a fair state of preservation under the sand of the Red Sea.

It appears from the report that the foundations of the city were constructed of the Ptolemaic and Roman dominions did not dwell in but as they now do, but in spacious well built houses of stone, with regular streets, public buildings and temples. Trade, especially in gold and ivory, was flourishing; the native kings had adopted the Roman system of weights and measures and had a coinage in gold, silver and bronze, the gold coins being especially abundant.

Noteworthy, too, is the evidence of a still more ancient form of civilisation and religion which must have existed on the Erythraean coast even prior to the conquests of Alexander the Great, and was brought into the country from Mesopotamia, with which busy intercourse was apparently maintained by coasting trade along the shores of Arabia and the Persian Gulf.

## SEVERE BRUISE WOULD NOT HEAL

Instructor of Physical Development Could Not Work for Three Weeks—Many Remedies Failed to Cure Wound on His Leg—In Ten Days

## CURED BY USE OF CUTICURA RESOLVENT

"I sustained a severe wound on the shin through my partner accidentally dropping a 150-lb. bar-bell on it while practicing a weight-lifting feat. The wound being badly bruised as well as cut caused me great trouble and annoyance, as, through not healing quickly enough, it kept me from practicing for about three weeks. After trying several well-known remedies which did not seem to do any good, as the wound kept reopening, I purchased a bottle of Cuticura Resolvent and a tablet of Cuticura Soap. After using these twice the wound began to heal up and it never opened again. In ten days it was completely cured. I find Cuticura Soap better than any I have ever used for shaving. I also keep it in my school of Physical Development for the use of pupils after exercising. I think everybody ought to know about Cuticura. Edward Roper, 2, Hague St., Newton Heath, Manchester, Mar. 25, 1907."

## WORLD FAMOUS

Cure for Torturing, Disfiguring Skin and Scalp Humours.

The agonizing itching and burning of the skin, as in eczema; the frightful scaling, as in psoriasis; the loss of hair and crusting of scalp, as in scalded-head; the facial disfigurement, as in acne and ringworm; and instant relief and speedy cure in the majority of cases, in warm baths with Cuticura Soap and gentle anointings with Cuticura Ointment, followed, when necessary, by mild doses of Cuticura Resolvent (liquid or pills). Cuticura Remedies are guaranteed absolutely pure under the United States Food and Drug Act.

A Single Box often Cures. Sold throughout the world. Beware of cheap imitations.

Small Size, 25c. Box. Large Size, 50c. Box. Cuticura Resolvent, 75c. Bottle. Cuticura Soap, 25c. Box. Cuticura Ointment, 25c. Jar.

Prepared by J. C. Ayer & Co., Lowell, Mass., U.S.A.

Free Trial. Cuticura Soap on Card of the Skin.

INDIAN ITEMS.

Latest Indian paper to hand of the 11th inst., says:—Good rain has fallen in almost all parts of India, cyclonic storms having caused heavy falls in Rajasthan and Sind, in the west, and in other parts. Agricultural operations are everywhere in progress.

The Government of Bombay has sanctioned special expenditures at the Bombay School of Art upon experimental work for the purpose of reviving the art of pottery by placing its manufacture upon a scientific basis and eventually imparting instruction to pupils at the school.

The "Pioneer" hears that the Amir of Kabul is imposing fines upon, and otherwise punishing, such of his subjects as are proved to have participated in the recent frontier fighting. The lists of offenders have been called for from various villages.

A large amount of treasure, mostly in the form of gold and silver coin of the last Muhammadan period, was recently recovered in some old forts of the Bahawalpur State. So far as is known these finds are worth a considerable sum, but how valuable they are cannot be ascertained until they have been examined by an expert; and in the request of the State, the Punjab Government will depute a gentleman skilled in numismatics to report on the treasure next old weather.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 2nd at 6.30 p.m.—Black S. 6 one and Ball hoisted (indicating a typhoon S.W. of Colony within 300 miles).

On the 3rd at 5.30 a.m.—Signals lowered.

On the 3rd at 12.30 p.m.—The China Sea typhoon has reached Tongking in the neighbourhood of Haiphong.

Pressure has given way slightly over Formosa and the E. coast of China, and risen a little in the Philippines.

The Pacific typhoon appears to be situated to the E. of Balinghain Channel and to be moving slowly toward N.W. The local winds, rain, and fog are not yet high over the Yellow Sea. N.E. gale may be expected to the Formosa Channel and unsettled squally weather over the Northern part of the China Sea.

Telegraphic communication between the Observatory and Hongkong is interrupted.



## NOTES.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, Daily Press only, and special business matters to the Manager.

Advertisements and Subscriptions which are not enclosed for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PANDA. Codes: A.B.C., 5th Rd. Lister's.

P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW

THE Company's Steamship

## "HAITAN,"

Captain Roach, will be despatched for the above Ports on FRIDAY, the 7th inst., at 2 P.M.

A reduction of 20 per cent. on First Class Fares to Fochow, will be made during the months of August and September.

For Freight or Passage apply to DOUGLAS LAURENCE &amp; CO., General Managers.

Hongkong, 4th August, 1908. 1151

S.S. "YARRA," COMPAGNIES DES MESSAGERIES MARITIMES

## NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Charlotte," in connection with the above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hands and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after MONDAY, the 10th inst., at NOON, will be subject to rent and landing charges. All claims must be sent in to me on or before the 10th inst., or they will not be recognised. All damaged packages will be examined on MONDAY, the 10th inst., at 3 P.M. No Fire Insurance has been effected.

P. NALIN, Acting Agent.

Hongkong, 3rd August, 1908. 2

## BOXING! BOXING!

The Greatest Boxing Contest Hongkong Ever Witnessed.

THEATRE ROYAL CITY HALL, SATURDAY, 8th August, 1908.

MAIN EVENT: 25 ROUNDS.

"BATTING" SIMMS versus

JIMMIE O'ROURKE

(148 lbs. both of U.S.S. "Wilmington")

\$500 Gold Purse, \$1,000 Side Bet.

ENGLISH W.D. GREETHAM, U.S.N., Referee.

Preliminary: 6 ROUNDS.

HEINIE MILLER versus

"JIMMIE" MCADDEN

(128 lbs. both of U.S.S. "Wilmington")

SHORTIE MCKENNA

U.S.S. "Wilmington" versus

"AMIE" COYNE

(124 lbs.) H.M. Naval Yard

NOTICE:—The Simms versus O'Rourke fight is return match, their first encounter having resulted in a 15 rounds draw at Shanghai, while "Jimmie" O'Rourke was serving on board the U.S.S. "Gadston."

TICKETS: \$1, \$2, \$3, and \$5.

First Contest start at 8.30 P.M. sharp.

Doors open at 8 P.M.

Booking plans now open at the ROBINSON PIANO CO., LD.

W. H. HANOWSKI, Com. Secy, U.S.N.

U.S.S. "Wilmington."

MITSU BISHI GOSHI-KWAISHA.

NOTICE IS HEREBY GIVEN that from and after this Date Mr. H. OISHI shall TAKE CHARGE of the Hongkong Office of the above named Company as Manager.

Hongkong, 3rd August, 1908. 1147

## REMOVAL NOTICE.

WE beg to inform our numerous Customers and the General Public that we have REMOVED our business premises to

No. 14, QUEEN'S ROAD CENTRAL,

Corner of Zeland Street, where we hope the same patronage will be extended to us as in the past.

HOOSAIN-ALI &amp; Co.

Hongkong, 27th July, 1908. 651

## THE TYPHOON.

THE FULL REPORTS of THE TYPHOON which have appeared in the issues of the "HONGKONG DAILY PRESS" last week is republished in the

"HONGKONG WEEKLY PRESS"

which is now ready.

Price 30 Cents Cash.

Hongkong, 3rd August, 1908. 1145

SANG MOW

FURNITURE MAKER.

CHAIRS, TABLES, SETTEES &amp; LONG CHAIRS.

BAMBOO BLINDS, MATTINGS in all colours on Sale.

All Orders receive prompt attention.

59A, QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 20th February, 1908. 401

## PUBLIC COMPANIES

HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-FOURTH ORDINARY HALF-YEARLY MEETING of the Company, will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 11th August at 12 o'clock NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of Directors; and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th July to 11th August, both days inclusive.

By Order of the Board of Directors, W. E. CLARKE, Secretary.

Hongkong, 20th July, 1908. 1090

HONGKONG &amp; SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 22nd day of August, 1908, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1908.

By Order of the Court of Directors, J. R. M. SMITH, Chief Manager.

Hongkong, 1st August, 1908. 1148

HONGKONG &amp; SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Register of Shares of the Corporation will be CLOSED from MONDAY, the 10th instant to SATURDAY, the 22nd instant, (both days inclusive), during which period no Transfer for Shares can be registered.

By Order of the Court of Directors, J. R. M. SMITH, Chief Manager.

Hongkong, 1st August, 1908. 1149

HONGKONG &amp; SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Register of Shares of the Corporation will be CLOSED from MONDAY, the 10th instant to SATURDAY, the 22nd instant, (both days inclusive), during which period no Transfer for Shares can be registered.

By Order of the Court of Directors, J. R. M. SMITH, Chief Manager.

Hongkong, 1st August, 1908. 1149

HONGKONG &amp; SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of Shareholders will be held in the Office of the Company, Queen's Buildings, Cantonment Road, on MONDAY, 24th August, at 12 o'clock NOON, for the purpose of receiving the Report of the Court of Directors and the Statement of Accounts to the 30th June 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th August, both days inclusive.

By Order of the Board of Directors, THOS. I. ROSE, Secretary.

Hongkong, 29th July, 1908. 1132

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Provisional Certificate No. 43/1002 dated Hongkong 28th November, 1907, for Six Shares of this Bank numbered 83,801 to 83,806 inclusive registered in the name of Miss ELZA DUNN FISH, has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 30th August 1908, a New Certificate for the shares will be issued, and the aforesaid Provisional Certificate No. 43/1002 will be thereafter treated by this Corporation as Null and Void.

By Order of the Court of Directors, J. R. M. SMITH, Chief Manager.

Hongkong, 30th July 1908. 1135

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Certificate No. N/5/1,000 dated Shanghai 16th July, 1896 for Two Shares of this Bank numbered 64,594 to 64,595 inclusive, registered at the Shanghai Branch in the name of CROZEL HANBURY, has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 30th August, 1908, a New Certificate for the Shares will be issued, and the aforesaid Certificate No. N/5/1,000 will be thereafter treated by this Corporation as Null and Void.

By Order of the Court of Directors, J. R. M. SMITH, Chief Manager.

Hongkong 30th July, 1908. 1136

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Certificate No. N/5/1,000 dated Shanghai 16th July, 1896 for Two Shares of this Bank numbered 64,594 to 64,595 inclusive, registered at the Shanghai Branch in the name of CROZEL HANBURY, has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 30th August, 1908, a New Certificate for the Shares will be issued, and the aforesaid Certificate No. N/5/1,000 will be thereafter treated by this Corporation as Null and Void.

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Hongkong 30th July, 1908. 1136

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NOTICE IS HEREBY GIVEN that the Certificate No. N/5/1,000 dated Shanghai 16th July, 1896 for Two Shares of this Bank numbered 64,594 to 64,595 inclusive, registered at the Shanghai Branch in the name of CROZEL HANBURY, has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 30th August, 1908, a New Certificate for the Shares will be issued, and the aforesaid Certificate No. N/5/1,000 will be thereafter treated by this Corporation as Null and Void.

By Order of the Court of Directors, J. R. M. SMITH, Chief Manager.

Hongkong 30th July, 1908. 1136

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Hongkong 30th July, 1908. 1136

HONGKONG AND SHANGHAI BANKING CORPORATION.

## INSURANCES

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ &amp; Co.

Hongkong, 13th August 1908. 23

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-EN-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN &amp; Co.

Hongkong, 21st April, 1897. 114

THE STATE FIRE INSURANCE CO., LIMITED.

HAVING been appointed Agents of the above Company, we are prepared to grant Policies against Fire on approved Foreign and Chinese risks at current rates of premium.

CRUZ, BASTO &amp; Co.

Canton, 30th July, 1908. 1139

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st December, 1907 £811,424.

AUTHORIZED CAPITAL, £3,000,000

SUBSCRIBED CAPITAL, 2,750,000

PAID-UP CAPITAL, 687,500 0 0

FIRE FUNDS, 3,658,974 15 7

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES &amp; Co.

Hongkong, 21st July, 1908. 1019

FOR SALE.

FINE SITE on the Bowen Road, Ready for Building at a Cheap Price.

PECKY SMITH &amp; SETH, Accountants &amp; Auctioneers, &amp;c., No. 5, Queen's Road Central.

Hongkong, 18th May, 1908. 853

STORAGE.

FOR COAL, TIMBER, &amp;c.

TO BE LET, a Portion of MARINE LOT No. 888 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE.

Portions of MARINE LOTS Nos. 81 &amp; 83 on PRAYA EAST. Approximate AREA 45,000 SQUARE FT. 999 YEARS LEASE.

For Particulars, apply—

GEO. FENWICK &amp; Co., Ltd.

Hongkong, 8th June, 1908. 184

FOR SALE.

COLLECTIONS OF USED POSTAGE STAMPS.

3,000 all different for ... \$95

2,000 do. ... \$35

1,500 do. ... \$25

1,000 do. ... \$10

Artistic Pictorial Postcards, Mechanical Animals, Stamp, Postcard and Birthday Albums, And all Other Philatelic Goods.

GRACA &amp; Co., Hongkong Hotel Corridor.

Hongkong, 9th May, 1908. 1021

THE DIRECTORY AND CHRONICLE FOR 1908

Copies may be obtained at the "HONGKONG DAILY PRESS" Office or from Booksellers throughout the Far East.

Hongkong, 15th February, 1908. 338

TO LET.

THE ROOMS on the first floor of No. 34, QUEEN'S ROAD CENTRAL, (opposite the General Post Office). The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession.

Apply to—

YEE SANG FAT &amp; Co

Same address.

Hongkong, 28th January, 1907. 270

TO LET.

COAL YARD. From 1st September, 1908, A PORTION of the COMPOUND of Marine Lot, No. 42, Wharf, Praya East, facing the Sea, used for Storing Coal, now in possession of Messrs. CHIT CHONG &amp; Co., Coal Merchants.

Apply to—

N. MODY &amp; Co., 54, 56, Queen's Road, Central.

Hongkong, 23rd July, 1908. 1106

TO LET.—FROM 1st AUGUST.

No. 3, "OBSERVATORY VILLAS," Kowloon. Five-Roomed House, Tennis Court, Electric Light, Moderate Rental.

Apply to—

ARRATON V. APCAR &amp; Co., 45, Wyndham Street.

Hongkong, 8th July, 1908. 1047

TO LET.

A HOUSE in WONG-NEI-CHONG ROAD.

A HOUSE in RYAN TERRACE.

No. 10, DES VEXES ROAD CENTRAL.

"HATHERLEIGH" Conduit Road.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUM BUILDINGS and No. 16B, Des Vexes Road next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LTD.

Hongkong, 3rd August, 1908. 86

## TO LET

TO LET.

OFFICES in Hotel Mansions.

Apply to—

HENRY HUMPHREYS, Alexandra Buildings.

Hongkong, 1st May, 1908. 785

TO LET.

"GLENWOOD" OAKIN ROAD, suitable for a Boarding house or Club. Containing 20 Rooms.

C. M. S. PEAK BUNGALOW, Mount Kelat. Furnished. From 1st October, 1908 to 30th June 1909. Rent \$100 a month and taxes.

OFFICES in Bank Buildings, Top Floor.

From 1st July, 1908.

BRACONFIELD ARCADE, Fine Offices and Dwelling Rooms.

DWELLING ROOMS and Offices in DUDELL STREET.

No. 15, QUEEN'S ROAD CENTRAL.



## NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN  
IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

"PRINZ-REGENT LUITPOLD,"  
having arrived, Consignees of Cargo are  
hereby informed that their Goods, with the  
exception of Opium, Treasure and Valuables,  
are being landed and stored at their risk and  
the hazardous and/or extra hazardous Godowns  
of the Hongkong and Kowloon Wharf and  
Godown Co., Ltd., Kowloon, and West Point  
Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 4th August, will be  
subject to rent.

All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined on the 4th August, at 3.30 A.M.

All Claims must reach us before the 8th  
Aug., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the  
undersigned.

This Steamer brings Cargo—Ex. ss. "FELD-  
MARSHALL" from Africa transhipping  
Aden.

NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
Agents.

Hongkong, 29th July, 1908.

## BOSTON STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

STEAMSHIP "SUVERIO,"  
FROM TACOMA, VICTORIA, YOKO-  
HAMA, KOBE, MOJI, AND  
MANILA.

THE above Steamer having arrived, Con-  
signees of Cargo are hereby requested to  
send in their Bills of Lading for counter-  
signature and to take immediate delivery of  
their Goods from alongside.

Cargo impeding the discharge of the vessel  
will be landed and stored at Consignees' risk  
and expense.

No Fire Insurance will be effected by us  
in any case whatever.

DODWELL & CO., LIMITED,  
Agents.

Hongkong, 30th July, 1908.

## NOTICE TO CONSIGNEES.

## FROM EUROPE.

## THE H. A. L. Steamship

"SLAVONIA,"  
Captain Peter, having arrived, Consignees  
of Cargo are hereby requested to send in  
their Bills of Lading for counter-signature by  
the Undersigned, and to take immediate delivery  
of their Goods from alongside.

Optional Cargo will be forwarded unless  
notice to the contrary be given before 10 P.M.  
Any Cargo impeding her discharge will be  
landed at Consignees' risk into the hazardous  
and/or extra hazardous Godowns of the Hong-  
kong and Kowloon Wharf and Godown Co.,  
Limited, and stored at Consignees' risk and  
expense.

All Claims must be presented within ten days  
of the steamer's arrival here, after which date  
they cannot be recognized.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 5th August, will be  
subject to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 4th August, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,  
Hongkong Office.

Hongkong, 29th July, 1908.

## CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF  
ABSORBING INTEREST.By CHAS. J. HALCOMBE  
(Formerly of the Imperial Chinese Customs  
Service, Author of "The Mystic  
Flower Land," etc.).

THE VOLUME which consists of 461  
pages, and includes a Sketch Plan of  
historical interest showing the disposition of  
the Forces at the battle of Kweilin, is dedicated  
to Sir ROBERT HART, G.C.M.G. and Dr. A.  
RENNIE.

Its description of Chinese Social Customs  
and Superstitions, combined with the insight it  
gives into political conditions in China makes  
"CHILDREN OF FAR CATHAY" an excellent  
volume for presentation to friends at home.

Well bound in Yellow Cloth with Chinese  
Emblem in Gold.

PRICE ... .. \$3.50  
To be obtained from Messrs. KELLY & WALSH  
LTD., Messrs. BREWER & Co., or from  
the Printers and Publishers, the "HONGKONG  
DAILY PRESS" Office.

PRINTING  
AND  
BOOKBINDING  
OF  
ALL DESCRIPTIONS

BUSINESS CIRCULARS,  
COMPANY PROSPECTUSES,  
COMPANY REPORTS & BALANCE SHEETS  
BILLS OF LADING,  
FIRE & MARINE INSURANCE FORMS  
STOREKEEPERS' PRICE LISTS,  
COMMERCIAL CODES,  
COMMERCIAL REPORTS,  
COMMERCIAL FORMS OF ANY KIND,  
ALSO  
MENU CARDS, VISITING CARDS, INVITATION  
CARDS, &c.

REDGERS & ACCOUNT BOOKS  
MADE TO ORDER  
PERIODICALS BOUND AND BOOKS OF  
ALL KINDS RE-BOUND  
IN THE BEST MATERIALS.

Estimates furnished on Application to the  
Printing Department "HONGKONG DAILY  
PRESS" Office.

THE ANTI-OPIMUM MOVEMENT  
IN CHINA.The following letter has appeared in The  
Times—

Sir,—Referring to Mr. Taylor's letter in  
The Times of April, under the heading of the  
"Anti-Opium Movement in China," in which  
he criticises an article of mine on the same  
subject, published in The Times of April 4,  
I trust you will permit me to draw your atten-  
tion to certain errors in his statement, errors  
which, if uncorrected, are calculated further to  
mislead the British public on a subject  
wherein sound judgment is being grievously  
sacrificed to sentiment.

While applauding "the penitence of the  
determination of China's Government to stamp  
out this great curse," he observes that the  
Empire's "a loose federation of semi-indepen-  
dent provincial Governments," implying, I  
presume, that from such a body political  
too much must not be expected; and  
finally, he says that "the results up to  
now are simply marvellous." In one sense I  
concur in this conclusion; the results of  
the Chinese Government's policy are simply  
marvellous in England and other countries  
where ill-balanced sentiment often outweighs  
the teachings of history and political science;  
but when he quotes the best observers on the  
spot, such as Sir John Jordan, Sir Robert Hart,  
and the Peking Correspondent of The Times  
as sharing his opinion as to marvellous results  
in China, I can only say that the wish must have  
been father to the statement, for not one of the  
three gentlemen to whom he refers holds, or has  
held, this opinion. They are, as we all are,  
entirely sympathetic, and also of the genuine  
national impulse at the heart of the movement,  
and the strength of public opinion, but they  
suspend judgment, as all but enthusiasts must do,  
in deciding as to the genuineness and effect of  
the Government's attitude and actions.

On the other side of the question, the side  
which is so curiously optimistic attitude of  
modern humanitarianism declines to consider,  
let me give the actual words of an English  
missionary doctor, an observer far more "on  
the spot" than any gatherer of facts and  
opinion in Peking. Dr. Ma, of the Church  
Missionary Hospital at Hankow says—

For more than a quarter of a century we have  
made consistent protest against the habit, and  
have held out a helping hand to those who were  
anxious to be cured of the vice. A few weeks  
before the closing of the dens we had more  
applications for admission to the refuge than we  
could receive. At one time we had as many  
as 55. Since the closing of the dens, anti-opium  
pills, containing morphia or opium in some  
form, have been freely distributed by the gentry,  
and shops for the sale of these anti-opium pills  
are opened everywhere and doing a roaring  
trade. Our refuge has been empty for months,  
and in fact we have now no use for it.

Some have been cured, but most of those who  
frequent the opium dens have simply replaced  
the pipe by morphia pills, and the last state is  
worse than the first. The Government has yet  
a big job before it, and the end view may be  
best attained through the recent agreement  
between England and China, which provides for  
a parallel reduction of the growth of opium  
in China and the importation of the drug from  
India, and the strict prohibition to import  
morphine into the country. The former obligation  
is a most important one, and will have to be very  
carefully watched, and unless the officials exert  
themselves in a very different way in the future  
from what they have done in the past, we "as  
our doctors" to the results being satisfactory.  
There is no love lost between the officials and  
the people; the chief aim of most officials is to  
grind like a soulless machine as much money  
as they can, and that as quickly as possible, out  
of the people. The greed of gain is the reason  
which many of them split. There are a few  
exceptions to this rule, and we meet occasionally  
officials who really care for the interests of the  
people, and who find in doing so they are  
advancing the interests of their country.

In conclusion, let me refer to the final para-  
graph of Mr. Taylor's letter, which contains a  
remarkable misstatement of my criticism of  
Japan's action in the matter of this opium  
question. If he will read my article carefully  
he will see that I did not refer to the Japanese  
Government's indifference in Korea's war to  
her action in any territory under her own pro-  
tection or control. What I did say, and main-  
tain, is that if England is supporting the  
Chinese Government in abolishing opium-smoking  
in Chinese territory, its attitude  
"would gain in force and effect if supported by  
our Japanese allies," and I pointed out that in  
Manchuria, which is Chinese territory, the  
Japanese authorities are openly encouraging  
the opium traffic. Unjustifiably substituting  
"Korea" for Manchuria, Mr. Taylor arrives  
at the conclusion that we should not criticize  
Japan's action because "of the policy  
adopted by British colonies in the East—  
e.g., Hongkong and the Straits Settlements—  
in dealing with the opium question. If this  
argument means anything, it means that  
he condones Japan's arbitrary disregard of  
British public opinion in China, because certain  
British colonies have decided to apply experience  
and common sense, rather than imposing senti-  
mentality, to this important question. Apart  
from the financial results of the abolition of  
licensed opium smoking, which must involve a  
complete readjustment of taxation, &c., in these  
colonies, and, therefore, demands a reasonable  
period of transition, it is evident to the trained  
experience and intelligence of administrators  
on the spot that, until the Chinese Government  
have given satisfactory proof of their honest  
intention to suppress (gradually) the cultivation  
of opium, any drastic regulations rendering its  
consumption illegal would not only be futile, but  
would result in as many native cities of China at  
this moment in abuses (such as opium-smoking  
in brothels, &c.) which are related to a minimum  
under the licensing system.

But you can no more abolish opium-smoking  
by Imperial edict or pious opinions in China  
than you can suppress the use of alcoholic liquor  
by Act of Parliament in England. Only public  
opinion can achieve these results, the active  
consent of a determined majority. And  
padding evidence, genuine evidence, of the  
effect of such a drastic public opinion as shall  
put a stop to the cultivation of the poppy (and  
thus abolish opium) administrators responsible  
for the prosperity and good order of British  
colonies are, in my opinion, acting only with a  
proper sense of their responsibility and duty  
when, following the example of the Government  
of the United Kingdom, they are endeavoring to  
produce the Chinese drug.

But if, as the result of the abolition of opium-  
smoking, we are to witness (as seems most pro-  
bable) the widespread introduction of morphia  
and cocaine, the Anti-Opium League will have  
added to the burden of China's ill something  
for which ignorance will be no sufficient  
excuse and sentiment no remedy.

I am, Sir, your obedient servant,

Yours SHANGHAI CORRESPONDENT.

Peking, May 27.

## DISUNION IN THE NAVY.

The following letters appeared in the Times  
of the 7th ult.

Sir,—It seems to me regrettable that an ex-  
Lord of the Admiralty—Mr. Arthur Lee—  
should publicly accentuate the personal element  
in the relationship of distinguished Admirals  
high in the active service of the State. He  
diverts public attention from the cause to fix it  
upon the effects of what he rightly describes as  
the "present unhappy situation." In the  
attitude of certain Admirals to each other he  
discovers "the seeds of demoralization and dis-  
aster." These conversants with the naval mind  
and imbued with the traditional spirit of the  
navy service know fully well that the seeds were  
sown at the Admiralty when Mr. Lee was the  
Civil Lord and their propagation continued  
since. They are now producing the natural  
fruits after their kind. These conversants with  
the naval mind and imbued with the traditional  
spirit of the sea service are not surprised,  
though very sad, that methods of administration  
then introduced and so alien to custom of the  
service are so soon producing the pernicious  
results which are being witnessed.

Dealing with the effects while ignoring the  
causes will not remedy a state of things full  
of danger to the Navy and the nation.

Yours obediently,  
JOHN C. R. COLOMB.

Carlton Club, July 6th.

Sir,—When recently in the House I asked  
the First Lord of the Admiralty whether he  
was aware of the strained relations existing  
between the Commander-in-Chief of the Chan-  
nel Fleet and the Commander of the 1st Cruiser  
Squadron on the one hand, and the Commander-  
in-Chief of the Channel Fleet and the First  
Sea Lord on the other. I was content at the  
moment to accept his official answer to the  
effect that my suggestion was based on "idle  
gossip," because I had no desire to create im-  
portantly to complicate a situation which I  
knew to be one of considerable embarrassment.

My sole object, then, in ventilating the sub-  
ject on the floor of the House was to bring home  
to these gallant Admirals, in a moderate and  
friendly manner, the fact that their attitude in  
the matter was freely alluded to in the lobbies  
as one subversive of Naval discipline; and I  
was not without hope that the course which I  
reluctantly adopted might conceivably tend to  
bring about a better understanding. I had,  
however, that I was mistaken.

I welcome, therefore, the timely letter in your  
issue to-day over the signature of Mr. Arthur  
Lee, the late Civil Lord of the Admiralty. He  
writes with knowledge and authority, and with  
a full sense of the responsibility attaching to  
his words.

I have no hesitation in saying, from Naval  
sources of information at my disposal, that the  
response as which matters have arrived is as  
distracting and unsettling to the officers and  
men of the Fleet as it is dangerous to the highest  
interests of the nation.

Many of us who sit below the gangway on  
the Ministerial side of the House know Mr.  
McKenna to be less fearless and determined,  
and his growing influence amongst us cannot  
but be increased should he seek to deal effec-  
tively with this scandalous situation in a manner  
in keeping with his reputation.

His Majesty's Navy prefers to do her work  
silently; she loathes advertisement and equal  
personal controversy; and it will be with feel-  
ings of relief that officers and men hear the fact  
of this sickening tale of effeminate sensitiv-  
ness and buff, so out of harmony with the prac-  
tical conditions of their service.

I have the honour to be, Sir, your obedient  
servant.ARTHUR C. MURRAY, Capt., M.P. for  
Kincardineshire.

18, Cadogan-square, S.W., July 6.

The following letter by Mr. Arthur Lee,  
M.P., also appeared in the Times—

Sir,—It is not a pleasant task—least of all for  
one who had the honour of serving on the  
Board of Admiralty—to say in the public  
presence of dirty linen, and my only excuse for  
doing so is that the efficiency of our first line  
of defence, so vital to the safety of the Empire,  
is seriously imperilled by a continuance of the  
present strained relations between certain  
officers serving in the highest and most  
responsible positions in His Majesty's Navy.

I have no desire to inquire into, nor any know-  
ledge which would enable me to pronounce  
upon, the merits of this or that controversy  
between admirals in high places. Indeed, the  
whole situation—which is in the public eye  
throughout both the Services and the Press—  
must be profoundly distasteful to all who have  
the interests of the Navy at heart, and would  
be ignored, if possible; but, unfortunately, it  
is a public and grave aspect which can no  
longer be overlooked.

If it be admitted—and I fear it can no longer  
be denied—that the Commander-in-Chief of the  
Channel Fleet (who is presumably the admiral-  
issimo designate in the event of war) is not on  
speaking terms with the admiral commanding  
his cruiser squadron on the one hand, or with  
the First Sea Lord of the Admiralty on the  
other, what hope is there of that close and con-  
stant communication which can alone produce the  
highest efficiency in time of peace, and ensure  
loyal and effective co-operation in the day  
of battle?

From the time that Nelson and his "band of  
brothers" saved the Empire from its most  
formidable peril, the prime necessity of close  
and cordial relations in the service of the public  
has been continually demonstrated; and the  
present unhappy situation (which is not alone  
without precedent) must, as long as it  
continues, bear within it the seeds of  
demoralization and disaster. The country has,  
I think, a right to expect that in spending over  
\$30 million a year to obtain the best and strongest  
navy in the world it shall be assured of the loyal  
co-operation of all in high command, and the  
shaking of all personal differences in the resolve  
to extract every ounce of efficiency out of  
the machine provided at such vast cost. In fact,  
there is little use in building Dreadnoughts if  
those who control them cannot agree to work  
heart and soul together.

Speaking, therefore, merely as "one of the  
owners" who is totally uninterested in the  
rights or wrongs of this or that personal  
misunderstanding—I venture to ask what steps  
the First Lord of the Admiralty, or the Cabinet,  
can take to remedy this state of affairs? I  
sincerely trust that the Government will be  
sensible, which is not only supposing the funda-  
mental of discipline and good feeling throughout  
the service, but constitutes a serious menace to  
our national security. I am, Sir, your obedient  
servant.

ARTHUR LEE.

10 Chesterfield-street, W., July 4.

How to be BEAUTIFUL—Keep your com-  
plexion, Mrs. Ellen's Cream, Charms, Lait  
Charmant and Special Skin Tonic and Poudre  
Guarantee to enable you to do it. Her  
Specialties for the Skin are the study of a  
lifetime. A. S. Watson & Co., Ltd., Sole Agents  
622.

## "THE CALL."

STEERING NEW PATRIOTIC POEM BY MR.  
GEORGE MEREDITH.

To the fourth number of the "Oxford and  
Cambridge Review" for this Midsummer term,  
Mr. George Meredith contributes a striking  
poem entitled "The Call." The whole of the  
fourteen verses vibrate with a high patriotism and  
strike a note of new and nobler sentiment  
than any "call" in the military sense.

Mr. Meredith is now in his eighty-first year.  
It is actually fifty-seven years since the veteran  
novelist and poet published his first collection  
of poems. There is something peculiarly  
veteran and inspiring in the idea of this  
veteran of eighty-one years still writing with  
the vigour of youth, the skill of mature years,  
and the ripened faculty of discernment that  
thought and experience have given. Mr. Mer-  
edith is surely one of those "exceptions"—of  
whom Longfellow speaks—that "serve to show  
how far the Gulf Stream of our youth may flow  
into the Arctic regions of our lives."

We quote below a few verses from this latest  
contribution to the enrichment of our literature.

Asking  
Under what spell are we debased  
By forces for our inviolate Isle?

Mr. Meredith marches to his purpose in these  
words:

The subtle web, the vast fog,  
Well may we meet when drilled for deeds!  
But in these days of wealth and law  
A word of brood warbling breeds  
The painful response sung in lake-side reeds.

For huge possessions render slack  
The power we need to hold them fast;  
Save when a quickened heart shall make  
Our people one, to meet with blast  
May blow from tempest loosed overcast.

Our people one! Nor they with strength  
Dependent on a single arm  
Alert and braced the whole land's length,  
Rejoicing in their manhood's charm  
For friend or foe, to succour, not to harm.

It cannot be debated we are  
A nation, till from end to end  
The land can show such front to war  
As his olden comrades could defend.  
His ire in air, and preferably be friend.

We'd eat him, we'd do him wrong;  
For fears dim our vision of the foe;  
Like him, our task is to be strong;  
Unlike him, eluding not by night  
To snatch an armed treasure as a right.

The grandeur of her deeds recall  
Look on her face so kindly fair  
This Britain, and were she to fall,  
Mankind would breathe a harsher air.  
The nations miss a light of leading race.

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## SHIPPING.

## ARRIVALS.

ARGONIA, Russian str., 2,500, Sourgenson, 3rd Aug.—Singapore 27th July, Stokozat—Molokha & Co.

AYUTHIA, British str., 694, R. J. Curtis, 2nd Aug.—Bangkok 24th July, Rice—Gibb, Livingston & Co.

BINGO MARU, Japanese str., 3,573, A. Christensen, 3rd Aug.—Yokohama via Shanghai 31st July, General—Nippon Yusen Kaisha.

CHONGSHING, Brit. str., 1,228, V. McLiddell, 1st Aug.—Tientsin via Ports 28th July, General—Jardine, Matheson & Co.

HALDEN, Norwegian str., 1,085, G. Selberg, 2nd Aug.—Saigon 29th July, General—Aagaard, Thoresen & Co.

HINBAO, British str., 1,536, A. G. Smith, 2nd Aug.—Hongkong 31st July, General—Jardine, Matheson & Co.

KIUKIANG, British str., 1,228, W. W. W. 2nd Aug.—Shanghai 30th July, General—Butterfield & Swire.

KURICHOW, British str., 1,228, G. Hooker, 1st Aug.—Tientsin 17th July, General—Butterfield & Swire.

KWANGSING, Chinese str., 1,243, Thor. Chapman, 2nd Aug.—Ching-Wang-Tao 27th July, Rice and Coal—Shewan, Tomes & Co.

MAHILDER, German str., 831, A. P. Underp, 2nd Aug.—Hoboken and Hoihow 1st Aug., General—Jardine, Matheson & Co.

NORD, British str., 1,146, P. P. 1st Aug.—Belgon 28th July, Kerosine Oil—Geo. McLean & Co.

PELVIS, British str., 744, W. T. Hannab, 3rd Aug.—Tientsin—U.S.A. via Ports 3rd July, General—Butterfield & Swire.

PITBANLOK, German str., 1,261, T. Høyen, 3rd Aug.—Bangkok 24th July, and Swatow 2nd Aug., Rice and Wood—Butterfield & Swire.

RAJAH, German str., 1,204, R. Petersen, 3rd Aug.—Bangkok 16th July, Rice—Butterfield & Swire.

TOURNAI, French str., 3,104, G. Lucelin, 2nd Aug.—Japan and Shanghai 31st July, General—Messageries Maritimes.

TAUBEMA, Japanese str., 1,000, 3rd Aug.—from Shanghai.

YARBA, French str., 4,141, Seller, 3rd Aug.—Marseilles and Saigon 31st July, Mails and General—Messageries Maritimes.

YAWATA MARU, Japanese, 3,816, K. Homma, 3rd Aug.—Melbourne, Nippon Yusen Kaisha.

YCHOOW, British str., 1,500, P. H. Rolfe, 3rd Aug.—Mails 31st July, General—Jardine, Matheson & Co.

## DEPARTURES.

3rd August.

CHONGSHING, British str., for Canton.

HALDEN, Norwegian str., for Amoy.

KURICHOW, British str., for Amoy.

NINGPO, British str., for Shanghai.

TAITVAN, British str., for Manila & Australia.

YARBA, French str., for Shanghai.

YEDO MARU, Japanese str., for Surabaya.

## SHIPPING REPORTS.

The British str. *Helsing* reports—From Hainan Straits to Hongkong, experienced rain to strong E. N. E. breeze, sea rough, fresh squalls, but steady.

The French str. *Touraine* reports: Left Weatung on the 31st July at 10 a.m., fair weather with a light N. E. breeze up to Tientsin where encountered a small depression of a short duration; thence to Hongkong, fine and cool weather.

## VESSELS IN DOCK.

August 3rd.

ARMED DOCKS.—Poonchong.

KOWLOON DOCKS.—Sargoon, Courtfield, Cranley, Charles Hardouin, Laviang, Amore, Sanchong, Laviang, H. M. S. *Whiting*, *Kangaroo*, *Commodore* DOCKS.—Standard, *Vandalia*.

## VESSELS ON THE BERTH.

FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship

"GREGORY APCAR," Captain B. H. Balson, will be despatched for the above Ports TO-DAY, the 4th Aug., at Noon.

For Freight or Passage, apply to DAVID SASSON & Co., Ltd., Agents, Hongkong, 29th July, 1908. 1129

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

## THE Company's Steamship

"HAICHING," Capt. Passmore, will be despatched for the above Ports TO-DAY, the 4th August, at 2 p.m. A Reduction of 20 per cent. on First Class Fares to Fochow will be made during the months of August and September.

For Freight or Passage, apply to DOUGLAS, LAFRAIK & Co., General Managers, Hongkong, 31st July, 1908. 1142

## FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

## THE Steamship

"SARRATON APCAR," Captain A. Stewart, will be despatched for the above Ports TO-DAY, the 4th August, at 3 p.m. This steamer has superior accommodation for passengers and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to DAVID SASSON & Co., Ltd., Agents, Hongkong, 31st July, 1908. 1113



## HONGKONG-NEW YORK.

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## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blakes Pier. 3 From Blakes Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via usual Ports of Call.	MARMORA	Brit. str.	—	G. H. C. Weston, R.N.R.	P. & O. S. N. Co.	On 8th inst., at Noon.
LONDON & ANTWERP via SINGAPORE &c.	NUBIA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	About 12th inst.
LONDON, HAMBURG & ANTWERP	FLANDERS	Brit. str.	—	Habel	SHEWAN, TOMES & Co.	About 26th inst.
HAYRE & HAMBURG via STRAITS &c.	SAXONIA	Ger. str.	k. w.	Jäger	HAMBURG-AMERIKA LINIE	On 8th inst.
HAYRE & HAMBURG via STRAITS &c.	SILVIA	Ger. str.	k. w.	Peter	HAMBURG-AMERIKA LINIE	On 23rd inst.
HAYRE & HAMBURG via STRAITS &c.	SLAVONIA	Ger. str.	k. w.	Schwinghammer	HAMBURG-AMERIKA LINIE	On 6th September.
HAYRE & HAMBURG via STRAITS &c.	AMBERIA	Ger. str.	k. w.	Lancolin	HAMBURG-AMERIKA LINIE	On 20th September.
MARSEILLES &c. via Ports of Call.	TOURANE	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	To-day, at 1 p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	BINGO MARU	Jap. str.	—	H. Petersen	NIPPON YUSEN KAISHA	To-morrow, at Daylight
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	KAWACHI MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 19th inst., at Daylight
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	CATHAY	Dan. str.	—	—	MELCHERS & Co.	On 12th inst., at Noon
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	SPERZA	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINIE	About Middle of Sept.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	KAMO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 12th inst., at Noon
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	SOBANHORST	Ger. str.	—	—	MELCHERS & Co.	About 22nd inst., p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	SHERRILL	Ger. str.	—	—	SHEWAN TOMES & Co.	On 11th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	MONTROSE	Am. str.	—	—	CARLOWITZ & Co.	On 20th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	ALBERONA	Ger. str.	—	—	CANADIAN PACIFIC R. Co.	On 8th inst., at Noon
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	GLENFARG	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 14th inst., at 4 p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	EMPERESS OF INDIA	Brit. str.	1 m.	—	DODWELL & Co., Ltd.	On 18th inst., at 4 p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	ART MARU	Jap. str.	—	—	DODWELL & Co., Ltd.	On 19th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	KUMERIC	Am. str.	—	—	NIPPON YUSEN KAISHA	On 1st Sept., at 4 p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	ITO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 7th inst., at Noon
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	KUWANO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 13th inst., at 5 p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	PRINZ SIGISMUND	Brit. str.	—	—	GIBB, LIVINGSTON & Co.	On 20th inst., at Noon
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	EASTERN	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 4th Sept., at Noon
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	DAIRI	Ger. str.	1 m.	—	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	CHONGSHING	Brit. str.	—	—	MELCHERS & Co.	Quick despatch.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	ABERDEEN	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 7th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	YCHOOW	Brit. str.	1 m.	—	NIPPON YUSEN KAISHA	To-morrow, at Noon
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	YANGSHING	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 27th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	KLINGANG	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 6th inst., at Noon
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	DAIRI	Ger. str.	—	—	NIPPON YUSEN KAISHA	To-day, at 3 p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	YEROSHIN	Ger. str.	—	—	NIPPON YUSEN KAISHA	To-day, at 4 p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	YEROSHIN MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	To-morrow, at Noon
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	FOOKSANG	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 6th inst., at Noon
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	PALMA	Brit. str.	—	—	NIPPON YUSEN KAISHA	About 8th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	AVESALINE	Fr. str.	—	—	NIPPON YUSEN KAISHA	On 14th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	CATHAY	Dan. str.	—	—	NIPPON YUSEN KAISHA	On 14th inst., at Noon
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	TILATAP	Dut. str.	—	—	NIPPON YUSEN KAISHA	On 17th inst., p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	SHOBU MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 17th inst., p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	SUNGIANG	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 17th inst., p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	KWEIYANG	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 17th inst., p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	HAICHING	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 17th inst., p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	HATER	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 17th inst., p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	CHILIK	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 17th inst., p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	TAMING	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 17th inst., p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	YUENSANG	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 17th inst., p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	ZATRO	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 17th inst., p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	LOONGANG	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 17th inst., p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	RUBI	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 17th inst., p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	BOBNO	Ger. str.	—	—	NIPPON YUSEN KAISHA	On 17th inst., p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	WAKAMITA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 17th inst., p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	ICHIA	Ital. str.	—	—	NIPPON YUSEN KAISHA	On 17th inst., p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	CHONGHANG	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 17th inst., p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	BRECKPOT APCAR	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 17th inst., p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	CUBOTA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 17th inst., p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	TRIFANAS	Dut. str.	—	—	NIPPON YUSEN KAISHA	On 17th inst., p.m.

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REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

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Hongkong, 1st August, 1908. T. ARIMA, Manager. 13

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R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
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"EMPERESS OF INDIA"	6,000	SATURDAY, 16th Aug.	16th Sept.
"LENNOX"	3,700	FRIDAY, 11th Sept.	11th Oct.
"EMPERESS OF JAPAN"	6,000	SATURDAY, 19th Sept.	19th Oct.
"EMPERESS OF CHINA"	6,000	SATURDAY, 26th Sept.	26th Oct.
"MONTEAGLE"	6,163	SATURDAY, 3rd Oct.	3rd Nov.

\* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers. S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships.

14,500 tons register, thus providing a comfortable and spacious berth for 271.10. Hongkong to London, 1st Class, \$40.00. Intermediate on Steamers \$24.00. First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

\* Superior recommendation for that class. \* Superior recommendation for that class. \* Superior recommendation for that class. \* Superior recommendation for that class.

SPECIAL BATES (first class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blakes Pier.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
MARSEILLES VIA PORTS	"TOURANE"	On 4th Aug., 1 p.m.
SHANGHAI, KOBE & YOKOHAMA	"AUSTRALIEN"	On 17th Aug., p.m.
MARSEILLES VIA PORTS	"ARMAND BEHIC"	On 18th Aug., 1 p.m.
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS"	On 31st Aug., p.m.
MARSEILLES VIA PORTS	"YARBA"	On 1st Sept., 1 p.m.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 227 lbs. up to 271 lbs. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further-Particulars, apply to—

Hongkong, 4th August, 1908. P. NALIN, ACTING AGENT, Queen's Building. 2

## NORTHERN PACIFIC LINE.

CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
KUMERIC	8,292	Cowley	On 19th August

These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to—

Hongkong, 1st August, 1908. DODWELL & CO., LIMITED, GENERAL AGENTS, Queen's Buildings. 3

## VESSELS ON THE BERTH.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

"MARMORA," Captain G. H. C. Weston, R.N.R., carrying 215 Majesty's Mails, will be despatched from this for Bombay &c. on SATURDAY, the 8th August at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "HIMALAYA," 7,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "MARMORA," due in London on the 20th September, 1908. Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to F. J. ABBOTT, Acting Superintendent, Hongkong, 27th July, 1908. 1

## NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

## STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and Suez American Ports up to Callao. (Taking Cargo at through rates to Persian Gulf and Bagdad, also Barcelona, Valencia, Alicante, Almeria and Malaga.)

## THE Steamship

"ISCHIA," Captain Balotti, will be despatched as above on MONDAY, the 10th August, at Noon. For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents, Hongkong, 1st August, 1908. 4

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. Calling at Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.

## THE Steamship

"EASTERN," Captain McArthur, will be despatched as above on THURSDAY, 20th August, at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provision, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light. A Stewardess and a duly qualified Surgeon are carried. N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents, Hongkong, 30th July, 1908. 1188

## DAMPSCHEIFFS-REHDERER "UNION" ACTIEN-GESELLSCHAFT.

FOR NEW YORK. (With Liberty to Call at the Malabar Coast.)

## THE Steamship

"ALBENGA," Captain Lorenzen, will be despatched for the above Port on the 24th August. For Freight, apply to CARLOWITZ & Co., Agents, Hongkong, 24th July, 1908. 1114

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR Fiume and Trieste (Direct), Calling at Singapore, Penang, Calcutta, Colombo, Aden, Suez and Port Said. Taking Cargo at through rates to the Brazils to Persian Gulf, Red Sea, Black Sea, Levant, Venice and Adriatic Ports.



PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELHI	About 8th Aug.	Freight and Passage.
LONDON VIA USUAL PORTS	MAHMOUD	Noon, 8th Aug.	See Special of Call.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO	NUBIA	About 12th Aug.	Freight and Passage.
SAID and MARSSEILLES	Capt. F. J. Fox	Aug.	
SHANGHAI, MOJI, KOBE, PALMA and YOKOHAMA	Capt. G. W. Cookman, R.N.R.	About 14th Aug.	Freight and Passage.

For further Particulars, apply to

F. J. ABBOTT,  
Acting Superintendent.

Hongkong, 3rd August, 1908.

CHINA NAVIGATION CO.,  
LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
AMOI, MANILA, CEBU and ILOILO	"SUNGKIAN"	On 4th Aug. 4 P.M.
SHANGHAI	"YOOHAW"	On 4th Aug. 4 P.M.
MANILA	"TAMING"	On 4th Aug. 4 P.M.
WEIHAIWEI, CHEFOO and TIENTSIN	"KUBICHOW"	On 5th Aug. 4 P.M.
HOHOW, PAKHOI and HAIPHONG	"CHIEHLI"	On 5th Aug. 4 P.M.
AMOI, CHEFOO and NEWCHANG	"KWEIYANG"	On 5th Aug. 4 P.M.

MANILA STEAMERS &amp; TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

BROADWAY SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

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NORDDEUTSCHER LLOYD. BREMEN  
IMPERIAL GERMAN MAIL  
LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"SCHARNHORST"	Wed. day, 12th Aug. at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"DERFFLINGER"	About Wed. day, 12th August.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND"	Thursday, 18th Aug. at 6 P.M.
KUDAT & SANDAKAN	"BORNEO"	Beginning of Aug.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,  
MELOHERS & CO.,  
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 31st July, 1908.

HAMBURG-AMERIKA LINIE  
HAMBURG.

## EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG, and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

## NEXT SAILINGS FROM HONGKONG:

## OUTWARD.

## HOMEWARD.

FOR HAVRE & HAMBURG:	
S.S. SAXONIA	9th Aug.
S.S. SILVIA	23rd Aug.
S.S. SLAVONIA	6th Sept.

FOR MARSSEILLES, ANTWERP & HAMBURG:	
S.S. SPEZIA	About Mid. of Sept.
FOR HAVRE & HAMBURG:	
S.S. AMBRIA	20th Sept.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

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## INDO-CHINA S. NAV. CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	"CROSSLAND"	Tuesday, 4th Aug. 2 P.M.
SHANGHAI	"YATSHING"	Wednesday, 5th Aug. Noon.
TIENTSIN	"CHEONGSHING"	Thursday, 6th Aug. Noon.
SHANGHAI	"HANGSANG"	Thursday, 6th Aug. Noon.
MANILA	"YUENSANG"	Friday, 7th Aug. 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"FOKSANG"	Friday, 14th Aug. Noon.
MANILA	"LOONGSANG"	Friday, 14th Aug. 4 P.M.

## RETURN TOURS TO JAPAN.

## OCCUPYING 21 DAYS.

The steamers "KUTSANG," "NAMSANG" and "FOKSANG" leave about every 2 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan; if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Canton, Tientsin and Newchwang.

Telephone No. 61.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,  
GENERAL MANAGERS.

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## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Bodger	Manila	On 8th Aug. Noon.
RUBI	2540	R. W. Almond	Manila	On 15th Aug. Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 3rd August, 1908.

## NIPPON YUSEN KAISHA.

EXTRA SAILING EUROPEAN LINE.  
FOR GENOA, MARSSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.

THE Company's Newly Built Passenger Steamer

## "KAMO MARU"

(Tons 9900 Gross Reg.—Captain F. L. Sommer)

Will be despatched as above on WEDNESDAY, 12th August, at Daylight. Every known Comfort provided on Board for Travellers: First Class Staterooms. Amplest Dining Saloon, Drawing Room, Social Hall and Smoking Room. Electric Light and Electric Fans throughout. Barber Saloon, Dark Room and Laundry. Doctor and Stewardess. Unexcelled service.

Cheapest Passage Rates to Europe and Around-the-World. For further particulars, apply to

NIPPON YUSEN KAISHA.

NIPPON YUSEN KAISHA.  
(THE JAPAN MAIL STEAMSHIP CO.)PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS	SAILING DATES 1908.
MARSSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	BINGO MARU, Capt. A. Christensen, Tons 6317	WED. DAY, 5th Aug. at Daylight.
VICTORIA, H.C. and SEATTLE, WASH., via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA.	AKI MARU, Capt. M. Yagi, Tons 6444	TUESDAY, 18th Aug. at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	KUMANO MARU, Capt. N. Mathieson, Tons 5078	FRIDAY, 7th Aug. at Noon.
NAGASAKI, KOBE and YOKOHAMA.	YAWATA MARU, Capt. K. Homma, Tons 3817	FRIDAY, 4th Sept. at Noon.
KOBE and YOKOHAMA.	YAWATA MARU, Capt. K. Homma, Tons 3817	WED. DAY, 5th Aug. at Noon.
BOMBAY via SINGAPORE, and COLOMBO.	WAKAMIYA MARU, Capt. T. Yamawaki, Tons 4723	SUNDAY, 9th August.
SHANGHAI, MOJI and KOBE.	YEBOSHI MARU, Capt. B. Kon, Tons 497	FRIDAY, 14th August.

Fitted with Marconi's System of Wireless Telegraphy.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamship. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. For further information as to Freight, Passage, Sailings, &amp;c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chester Road.

Hongkong, 1st August, 1908.

T. KUSUMOTO,  
MANAGER.

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EAST ASIATIC CO., LD.,  
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.  
RUSSIAN EAST ASIATIC CO., LD.,  
ST. PETERSBURG & VLADIVOSTOK.  
SWEDISH EAST ASIATIC CO., LD.  
GOTHENBURG.PROJECTED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
VLADIVOSTOK	"ARCONIA"	End of July.
SINGAPORE, CALCUTTA & COLOMBO	"CURONIA"	On 14th August.
SHANGHAI, YOKOHAMA & KOBE	"CATHAY"	Middle of Aug.
MARSSEILLES, HAVRE & COPENHAGEN	"CATHAY"	Middle of Sept.

For Further Particulars, apply to

MELOHERS & CO.,  
AGENTS.

Hongkong, 18th July, 1908.

CHARGEURS REUNIS  
FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

## ALL ROUND THE WORLD LINE.

OUTWARD via Suez:—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Chitawato, (Faking Tientsin) Kobe, Yokohama, Genoa, to Hongkong in 30 Days.

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Freight to Overland } via Vancouver  
Passengers to Overland and Europe } 13 Days  
Yokohama to Vancouver }  
Yokohama to London and Paris } 20 Days

## PROPOSED SAILINGS.

QUESSANT	27th Aug.	MALTE	12th Oct.
		CELAN	28th Nov.
		CORSE	11th Jan. 09

No Passengers + Intermediate Class and Rates of Passage.

New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth Cabins. All Round the World Tickets by these boats.

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FRENCH MAIL OFFICE.

Hongkong, 4th June, 1908.

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TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS.  
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YOKOHAMA.

## SHIPPING IN PORT.

STEAMERS
AKER, Norwegian str., 1899, Gullickson, 1st August—Moji 25th July, Coal—Wallem & Co.
AMARA, British str., 1526, Matlock, 19th July—Hongkong 16th July, Coal—Jardine, Matheson & Co.
ANNA, Norwegian str., 1017, Hantzen, 25th July—Otaru 14th July, Railway Sleepers—Aagaard, Thorsen & Co.
APHERDITE, British str., 2325, J. H. Smith, 21st July—Maroran 21st July, Coal—Dodwell & Co.
ARRATON APCAR, British str., 2931, A. Stewart, 29th July—Calcutta & Singapore 29th July, General—David Sassoon & Co., Ltd.
BARRA, British str., 2404, Whyte, 24th July—New York 7th May, and Durban 28th June, Case Oil—Standard Oil Co.
BELLEROPHON, British str., 5727, J. Bartlett, 30th July—Liverpool via Manila 20th June, General—Butterfield & Swire.
BORNEO, German str., 1344, F. Sembill, 28th July—Saadkan 23rd July, Melbore & Co.
CHILLI, British str., 1142, J. Warrack, 27th July—Haiphong 27th July, Pakhoi 23rd, and Hohow 26th, Rice and General—Butterfield & Swire.
CHRYSA, British str., 1424, A. E. Sandback, 29th July—Shanghai 24th, and Swatow 28th, General—Jardine, Matheson & Co.
CHRYSA, British str., 1418, W. E. Sawyer, 30th July—Proboli go, Java 21st July, Sugar—Jardine, Matheson & Co.
COURTIER, British str., 4897, John Wiseman, 25th May—Moji 20th May, Coal—Witani Bussan Kaisha.
DAKOTA, British str., 2483, Row 24th July—San Francisco, B. & O.—Standard Oil Co.
GLENFAR, British str., 3721, H. W. L. Holmer, 31st July—Vancouver B.C., July 2nd and Shanghai 28th, General—C. P. R. Co.
GREGORY APCAR, British str., 2961, S. H. Holson, 30th July—Moji 21st July, General—David Sassoon & Co., Ltd.
HAICHING, British str., 1367, W. C. Passmore, 1st Aug.—Coast Post 31st July, General—Douglas, Lepark & Co.
INVERAN, British str., 2853, Marshall, 30th July—New Castle 11th July, Coal—Arnhold, Karberg & Co.
ITAKA, German str., 1446, W. Vogel, 28th July—Chinkiang 24th July, General—Hamburg-Amerika Linie.
KATHARINE PARK, British str., 3075, W. H. Copp, 19th July—Calcutta via Yokohama and Kobe 19th May, General—Toyo Kisen Kaisha.
KIKOSING, Chinese str., 1222, H. Uddin, 31st July—Wuhu and Chinkiang 23rd July, Rice—Chinese.
KNYSBERG, German str., 633, Hank, 1st Aug.—K. C. Wan 28th July, and Macao 1st August, General—Jehsen & Co.
KORSEKANG, German str., 1292, C. Roselofsky, 26th July—Bangkok July 19th and Hohow 25th, Rice—Butterfield & Swire.
KWANG, Chinese str., 1468, R. Lincoln, 20th July—Shanghai 25th July, General—Chinese.
LAUREN, British str., 1340, H. C. Frampton, 25th July—Saigon 21st July, General—Chinese.
LAISANG, British str., 2324, E. J. Tadd, 20th July—Calcutta July 5th, and Singapore 15th, General—Jardine, Matheson & Co.
LEUNGCHOW, British str., 1215, H. Harder, 21st July—Newchwang 15th July, General—Butterfield & Swire.
LOOSE, German str., 1020, G. Schultzer, 30th July—Bangkok 23rd July, Rice—Butterfield & Swire.
MANCHE, French str., 24th July—Saigon 20th July, Rice—Messageries Maritimes.
MARVAL, Norwegian str., 1193, Gabrielsen, 31st July—Borneo 25th July, Coal—Wallem & Co.
MENVOO, Chinese str., 1339, J. MacArthur, 2nd Aug.—Shanghai 30th July, General—Chinese.
MONTECLA, American str., 8750, H. E. Morton, 27th July—San Francisco 30th June, and Shanghai 23rd July, Mail and General—Pacific Mail Steamship Co.
NERITE, Dutch str., 1453, Westers, 29th July—Port Bukom July 21st, and Saigon 24th, Kerosine Oil—Asiatic Petroleum Co.
QUINJA, German str., 987, F. Frabm, 31st July—Saigon 27th July, Rice—Siemens & Co.
SHOYU MARU, Japanese str., 998, F. Shi, 2nd Aug.—Yamoi via Amoy and Swatow 1st Aug., General—Osaka Shosen Kaisha.
SOLSTAD Norwegian str., 897, H. Malmson 30th July—Haiphong 28th July, Rice and General—A. B. Marty.
STANDARD, Norwegian str., 394, H. N. Bull, 17th July—Singapore 10th July, General—Wallem & Co.
SUNGKIAN, British str., 987, G. H. Pennefather, 29th July—Cebu and Iloilo 24th July, Sugar—Butterfield & Swire.
TANAG, British str., 1345, A. Somerville, 31st July—Manila 28th July, General—Butterfield & Swire.
TELMACHUS, British str., 4892, J. H. Goodwin, 25th July—Shanghai 24th July, General—Butterfield & Swire.
TUUTAP, Dutch str., 2475, van Emmerick, 1st August—Macao 24th July, General—Java-China-Japan Lijn.
TUPANAS, Dutch str., 2444, A. Pander, 1st August—Moji 27th July, Coals—Java-China-Japan Lijn.
WONKOK, German str., 1115, W. Reber, 25th July—Bangkok July 19th, and Swatow 27th, General—Butterfield & Swire.
YAGSING, British str., 1424, M. G. Goulet, 1st Aug.—Chinkiang 27th July, General—J. W. Matheson & Co.
YOKOHA, British str., 1233, F. Northcombe, 28th July—Shanghai 24th July, General—Butterfield & Swire.

SHIPPERS
Gutler, Palmer & Co., London.
AGENTS
SIEMSEN & CO., HONGKONG.
BEKANNTMACHUNG.
DIE amtlichen Veröffentlichungen des hiesigen Kaiserlich Deutschen Konsulats werden im Jahre 1908 durch den "OSTASIATISCHEN LLOYD" und die "HONGKONG DAILY PRESS" erfolgen.
KAISERLICH DEUTSCHES KONSULAT. Swatow, den 27. Dezember 1907. 155
BEKANNTMACHUNG.
DIE amtlichen Veröffentlichungen des Konsulats, Pakhoi-Hohow werden im Jahr 1908 durch den "OSTASIATISCHEN LLOYD" und die "HONGKONG DAILY PRESS" erfolgen.
Der Kaiserliche Deutsche Konsul, H. von VAERHIM, Pakhoi, den 12. Dezember 1907. 1891
BEKANNTMACHUNG.
DIE amtlichen Veröffentlichungen des Kaiserlich Deutschen Konsulats in Kanton werden während des Jahres 1908 durch den Ostasiatischen Lloyd und die "Hongkong Daily Press" erfolgen.
KAISERLICH DEUTSCHES KONSULAT. Kanton, den 31. Dezember 1907. 2020

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MANILA: Messrs. MACDONALD & Co.  
SOLE PROPRIETORS of Takashima Coal, Namsaku, Shinsaw, and Hojo Collieries and  
Sole Agents for MIYAO and KISHIDAKE COALS.  
Y. SHIBUYA, Acting Manager,  
No. 2 Poffor Street, Hongkong.

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